FOR POSTAGE RATES SEE FRONTISPIECE

Fit "TripleX"- and be safe
Regd

THE SPHERE, MARCH 8, 1947
With which is incorporated "BLACK & WHITE" 1/6

THE SPHERE

Vol. CLXXXVIII No. 2457 WITH WHICH IS INCORPORATED THE GRAPHIC MARCH 8 1947

Bulmer's

DIEU ET MON DROIT

BY APPOINTMENT CIDER MAKERS

H. P. BULMER & CO., LTD., HEREFORD

POMAGNE

MADE BY THE SAME PROCESS AS CHAMPAGNE

Champagne Cider de Luxe

The Aristocrat of Cigarettes De Reszke — *of course!*

PADDY

OLD IRISH WHISKY

London Agents

Coverdale & Co. Ltd., London House, 3 New London St., London, E.C.3

Above All—
Get Younger Every Day

WILLIAM YOUNGERS No3 Scotch Ale

Father William

THE ARISTOCRAT OF LIQUEURS

Drambuie

THE DRAMBUIE LIQUEUR CO., LTD., 12, YORK PLACE, EDINBURGH

Limited supplies are distributed as fairly as possible.

OTARD

Cognac BRANDY

Famous since 1795

BY APPOINTMENT TO H.M. THE KING.
SANITARY POLISH MANUFACTURERS. RONUK LTD., PORTSLADE.

RONUK

POLISHES

Choose the *Royal Exchange Assurance* for all your insurances

Head Office at the Royal Exchange, London.

To do you justice

GOR-RAY Registered

You'll know the new GOR-RAY skirt at a glance. Fine material, eight stylish pleats and neat snugly-fitting waistline—stocked by the leading shops—look for the genuine GOR-RAY label, you can't mistake it

Gor-ray Ltd 107 New Bond St W1

Volume CLXXXVIII No. 2457 The SPHERE, London, March 8, 1947

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

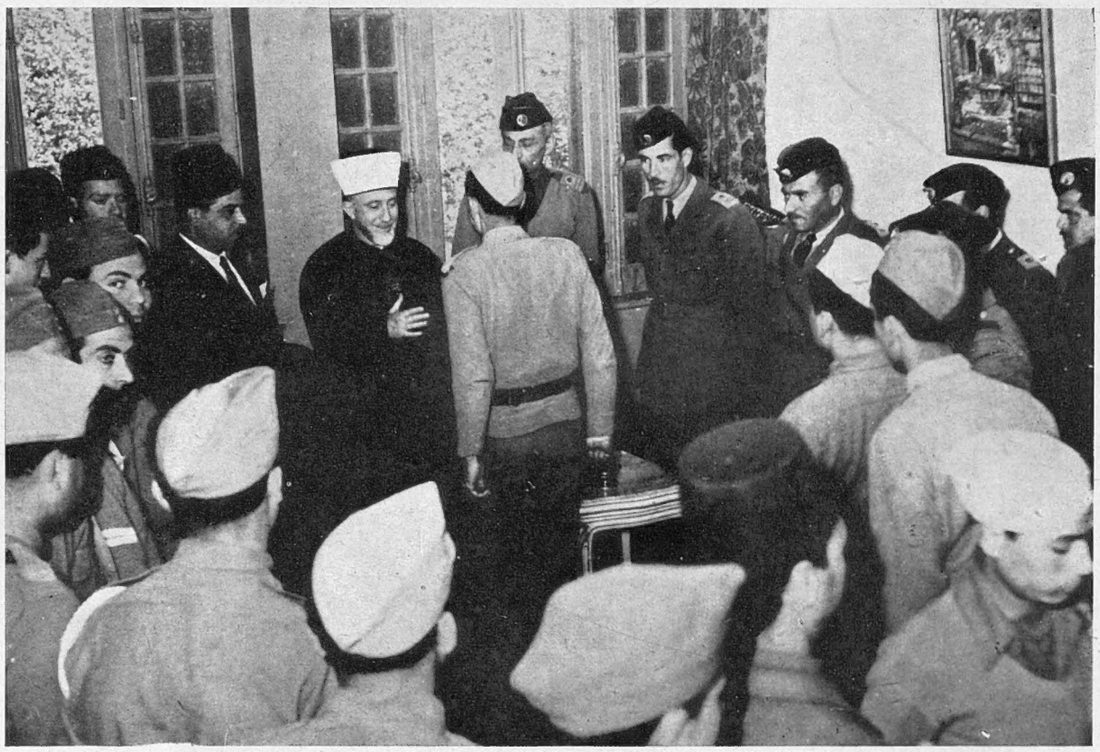
THIS IS WAR—BRITISH TROOPS IN PALESTINE ORGANISE THEIR RESISTANCE TO THE TERROR GANGS OF IRGUN ZVAI LEUMI: A machine-gunner of the R.A.F. Regiment keeps in touch with headquarters from the roof of the former German Embassy near the Damascus Gate

During last week-end terrorism in Palestine reached a new pitch of ferocity, when the Jewish organisation, Irgun Zvai Leumi, declared war on the British occupation force. In a series of elaborately concerted attacks up and down the length of Palestine the Irgun gangs killed nineteen and injured twenty-six soldiers and civilians, the most serious attack being on the officers' Goldsmith Club, on the edge of one of the security zones in Jerusalem. The terrorists blew up a part of the building by hurling bombs through the windows, and most of them made their escape through receiving covering-fire from a nearby garden. As a result of these attacks martial law was declared in some of the principal Jewish areas of Palestine, and in Jerusalem the 9th Infantry Brigade set about conducting operations on a wartime basis. (See also pages 254-255)

Postage—Inland, 2d.; Canada and Newfoundland, 1d.; Elsewhere Abroad, 1½d.

A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.



THE MUFTI OF JERUSALEM RECEIVES THE SHOCK TROOPS OF ARAB NATIONALISM—THE EXILED LEADER, WHO FOUND SANCTUARY IN EGYPT AFTER ESCAPING FROM FRANCE, GREETING MEMBERS OF THE NEJADA, THE MILITANT ARAB YOUTH MOVEMENT, AT HIS HOME IN CAIRO: The Mufti gave his word to King Farouk that he would not indulge in political activities while in Egypt, but he has broken his pledge repeatedly and his reception of the Nejada bodes ill for the future in Palestine. This militant youth movement had its origin in the Lebanon, but it has spread to Syria and Palestine and now numbers at least 30,000 well-trained members

This Mess — the Party System.

—The Socialist Government is composed of human beings, not supermen. All Governments are so composed. Therefore Attlee and Co. must to-day be frightened men, for the mess is frightful and its after-effects may be much more terrible and even disastrous than the present. The Economic White Papers are terrifying to read, though, curiously enough, they contain no principle and hardly a fact which were not insisted on or prophesied two years ago by amateurs like myself. Finding scapegoats is futile. Historians will do that easily enough years hence. The joints in Socialism's harness gape absurdly wide everywhere. It is too easy to drive a telling, killing point home. These gamblers have built on sand, and built rapidly on a scale far beyond our means. They gave no time at all to clear up the war mess, to safeguard essentials, to tide over. Their dreams filled their minds. Let us seek to-day no human scapegoats. Mediocrity rules the world. Let us rather consider for a moment how the party system works in a democracy in times of trial. The party system was responsible for the Socialists refusing to continue all-party government after the Armistice. They saw their chance and leapt to it. The party system was the cause why, when the inevitable and serious domestic crises occurred, the country was denied the services of some of its acknowledged leaders and best-proved administrators. In the fuel crisis which developed in February, the nation cried out in the darkness for leadership. It got no immediate answer. Not a Minister rose to the occasion, or even acknowledged error; not a single head fell. We sometimes comment on the clumsy and time-wasting constitution of the U.S.A. which keeps that nation in an almost non-stop condition of pre- or post-election fever. Our own political system to-day is equally open to criticism. The party system worked (and may work) well enough under real "peace" conditions. In modern war and its equally dangerous and inevitable aftermaths, it demonstrably fails *if the party in power gains an overwhelming Commons majority*, with no corresponding national majority. For thereby the country is denied perhaps 50 per cent. of its available administrative ability. If half the electorate oppose the Government in power, national unity in a crisis is hard to win. As in France and America, the party system tends to keep men's minds fixed on the little chess-board of party instead of the broad acres of country and empire. And in Parliament party tactic and acrimony belittle the value of parliamentary government. Yet, when all is said, it is doubtful if the Conservatives would to-day accept office (or offices) if the chance offered.

Will They Ever Learn ?—

As the end of our weather trials drew nearer, I speculated what would be the attitude of the Government when they realised that the *immediate* corner was turned. The long-term crisis is, of course, largely extended. Would they congratulate themselves on their smart handling of the problem or would they at last realise with humble and contrite hearts what history and living citizens can prove to them chapter and verse: viz., that always it is the common man and woman, inspired by virtues within them, and not by exhortations from above, who in times of acute jeopardy put their shoulders to the wheel and lift the coach of State out of the bog into which the folly, blindness or frailty of the coachman or Government of the day had dumped it? It was so in 1914, in 1940; it was so in 1588 and *passim* through history. But no Government yet has ever realised it. The common man, with a vote but voiceless, represented in Parliament but powerless to guide or to avert Government action or inaction, is plunged into a crisis and, realising its gravity, takes up a tardy spade, puts his shoulder to the wheel and heaves the coach out. Then he returns to his slum tenement while the Government celebrates its success and plumes itself on its brilliant handling of a dangerous pass. Never yet has any Government acknowledged its own contribution to the mess. Never yet has it put on sackcloth or promised amendment. Always it must maintain its absurd panache of omniscience and impeccability and continue to throw dust in the eyes of its sole, ultimate victims and rescuers. And the chief victims are not the union-protected workers but the unprotected and voiceless "middle class."

Applying Our Lessons.—

How, during the eight vital months which may intervene before *next* winter, will the nation, the Government, the individual, apply the bitter lessons recently learned from our feckless unpreparedness? For the Government the priorities must be: To clear up the mess, to get industry and export on their legs again, to build up stocks of coal for industry and householders, and to carry those stocks close to where they will be needed next winter. But all the coal we can get will be needed for industry. How much dare the Government reserve from industry and export for the householder? You and I feel we cannot face another winter without a real summer stock-up. But no such stock-up is likely to be sanctioned. The chief priority of all is man-power. Our economic survival by means of exports depends on this and on coal. But eight months is all too short a time in which to *scratch* the problem of man-power. It would take years, not months, to complete the drafting of 500,000 aliens into Britain. Mere driblets and drafts would hardly affect the crisis. The Government departments will continue to swell, the gambling industry will thrive and grow fatter. The circuses will still come before bread, and planning will precede survey and foundation-building. And you and I? To what refuge shall we make? To an all-electric home in a town, where we can at least avoid complete solitude and the toil of shovelling dust into cold furnaces? With "indefinite power cuts," we shall think twice about that. In our rustic solitudes, at least we can fell, saw and burn wood. What can we do to prepare for another such winter? I can think of nothing but to make one small room and perhaps the kitchen ice-proof by every device in our power, to store paraffin in such bulk as may be, and to buy as many modern oil-stoves as possible to keep the vital tanks and pipes from freezing. But paraffin itself is rationed. Even domestic short-term planning is sadly restricted.

Jam For All Except Britain.

—The ordinary man must hesitate nowadays to put forth an epigram embodying destructive criticism. He reads with sadness too many examples of that fourth-form recreation which fell from the lips of Front and Back Benchers in the House of Commons. And they are not edifying or helpful, and on the new slogan "Scuttle," for instance: The present Government inherited many a legacy from former Governments; self-government was promised in due course to several nations in the Empire as soon as they proved fit for it, and the principle is indeed the bones and beak of all our Colonial policy. The word "scuttle" arises from what some may call an inevitable and planned evolution and others a suspicious coincidence, viz., the rush of "enfranchisements" within a few months. It would not be odd if Lord Wavell felt that to abandon India and the minorities there at such a time to civil strife and chaos was a policy of despair and scuttle. It will be odd if Lord Mountbatten holds a different opinion. But sound, balanced opinion *is* divided both on the date line and the consequent chaos. Perhaps it may be permitted to one who was unfortunately born in the age of Kipling, of Imperialism, of intense national pride in the Empire and in our own fierce individualism, to make one cheap but not unnatural comment: How strange it is that so many backward nations should suddenly have earned their right to self-government at a moment when our own Mother nation has been relieved of almost every right to govern itself in the individual's private spheres, in its home, its business, its family, its health, its way of living, its choice of calling. We have "cured" the backwardness of several Commonwealth nations by taking the disease into our own system! Indians, Burmese, and so forth, are all fit for self-government. But Britons are fit only for slavery and backyard bureaucracy.

The Royal Tour.

—The Royal Tour of the Union goes swimmingly. The welcome everywhere was, and continues, as warm as the weather at Cape Town. The Royal Family started their long pilgrimage with the thermometer below freezing-point, grew acclimatised gradually, and got through the heavy initial ceremonies at Cape Town in a temperature far hotter than any English heat wave. We thought of them longingly, but without envy. We were sorry when they shipped it green in Biscay and rejoiced when they could bathe on the deck of *Vanguard*. But we must not underrate their labours. Their programme is tremendously heavy. They will have to travel thousands of miles by train; and no train, howsoever perfect, is quite proof against dust and car-sickness. And a temperature climbing in the 90's is as wearing to Englishmen and women as one dropping into the 20's. Four nights and days in a train were quite enough for me in good C.P.R. weather. Weeks of it on end in torrid heat are no trifling test of endurance for anyone who must forever be prepared to "come up smiling," to have the right word at command, to look and to be at ease, and to radiate grace and good will. It is not all "dancing and grog" for the Royal tourists, though the picture seems so alluring to our frozen and bleared eyes, denied even a pale blink of sunshine for nearly a month—and normally a sunny month.

THE OLD STAGER

In accordance with an agreement made between the Weekly Newspapers Proprietors' Association and the Ministry of Fuel and Power, publication of "THE SPHERE" was suspended for two weeks during the recent coal crisis, in common with all other periodicals throughout the country. This issue is the first to be published since the termination of that period. All pre-paid subscriptions will be extended for two weeks to cover the two missing issues.—EDITOR

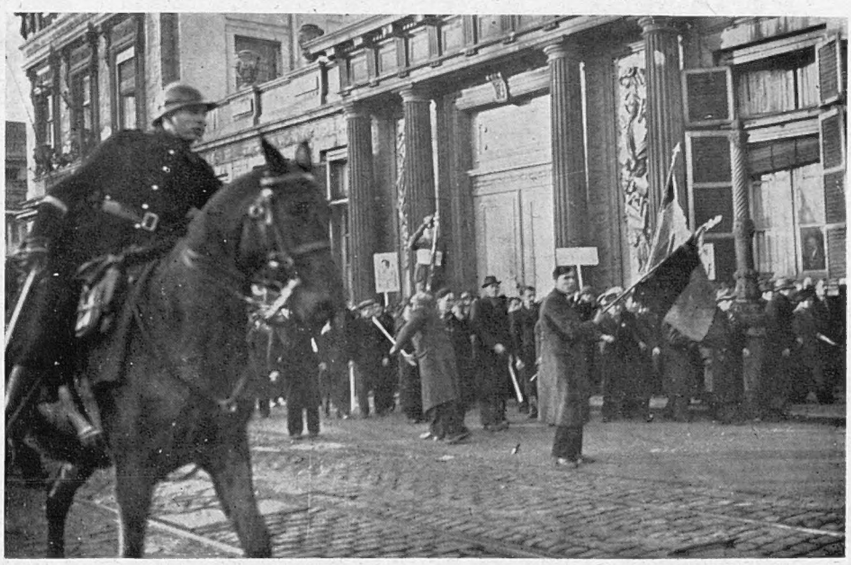
THEY WANTED TO STORM THE GOVERNMENT BUILDINGS : Police attempting to stem the advance of several thousand former prisoners of war who made an anti-Government demonstration because they declared that their post-war bonus had not been fixed. The police were unable to stem the advance, and there were wild scenes in the vicinity of Parliament

A DAY OF RIOTING IN BRUSSELS

The Ex-Prisoners of War Stage a Demonstration and Attempt to Reach the Belgian Parliament

THE MOUNTED POLICE WERE DRIVEN BACKWARDS BY THE RIOTERS : The police were not there in sufficient force to stem the tide, and the angry prisoners of war, carrying effigies and banners, pushed steadily through the city. The fire brigade was called upon to help with hoses

THE POLICE WERE NONPLUSSED : They could not stop the demonstrators, and they refused to use their weapons against ex-prisoners of war. Their only alternative was to beat a slow retreat and attempt to curb the worst excesses of the mob. The demonstration was wholly out of order in that it broke its way through a part of the city where processions are never allowed



WHEN TEMPERS WERE GETTING FRAYED : *Left*—**A casualty being borne away by his comrades ; and** (*right*) **the rioters in front of the Belgian Ministry building where they called loudly for fair play and the consideration of their case**

Of recent months we have become accustomed to good news from Belgium, news of industrial progress, of well-stocked shops, and of the general prosperity of this little country with a big Empire which has made such strides since the close of the war. Last week, however, Brussels lost its wonted calm as several thousand former prisoners of war flocked into the city demanding to know why their war bonus had not been fixed. After a march past the Colonne du Congres, where the Unknown Warrior is buried, they went to the "neutral" zone of the Rue de la Loi, where demonstrations are forbidden, in an attempt to reach Parliament. The police, mounted and on foot, were unable to stop them, and called out the fire service, but the demonstrators cut the hoses and threw stones and bottles ; nor were they frightened off when the gendarmes fired rounds of blanks. A military car and that of the former Minister of Colonies, M. de Vleeschauwer, were overturned and burnt by the ex-prisoners. There were some slight casualties on both sides, including the Communist, Dr. Marteaux, Minister of Health, who tried to cross the route of the procession on his way to the Parliamentary session. The gates of the Parliament building were closed, and the sittings of the Senate and the House of Representatives went on as usual. After three hours all was quiet again. M. Huysmans, the Belgian Prime Minister, speaking in the Chamber, described the incidents as a breach of faith on the part of the ex-prisoners of war, whose delegates had been received by him and had undertaken to hold an orderly demonstration. No country had spent so much on behalf of its ex-soldiers, disabled and deportees of two wars as Belgium, he declared

JERUSALEM FACES ITS GREATEST PERIOD OF CRISIS—AN ARMOURED PATROL PASSING THE CITADEL, THE FORMER HEADQUARTERS OF THE BRITISH MILITARY CONTROL SYSTEM IN JERUSALEM: Men of the R.A.F. Regiment, with machine-guns at the ready, seen on duty after the local commander had deployed all forces to deal with the latest outbreak of terrorism. Martial law was declared in several parts of Jerusalem, in Tel Aviv, Ramat Gan, and Petah Tiqva, and 250,000 Jews were confined to their own homes

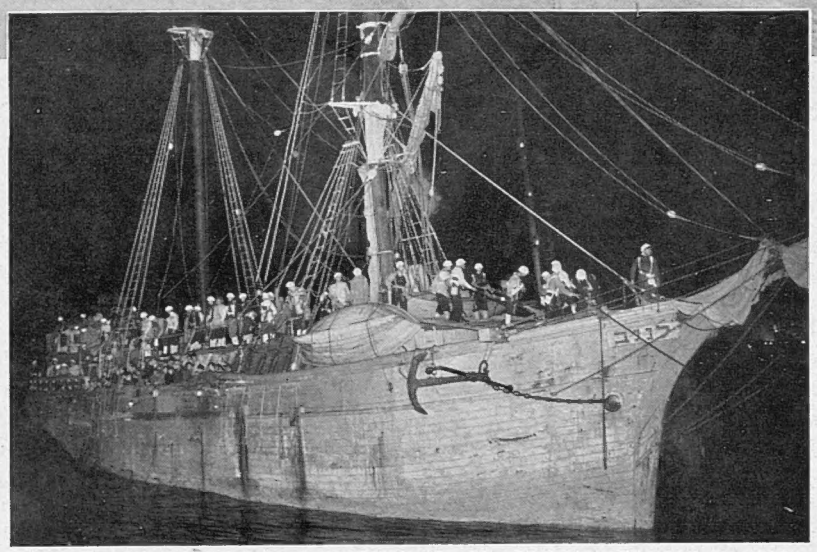
MARTIAL LAW in PALESTINE

Armoured Vehicles Patrol the Streets, and British Troops Strengthen their Positions Following Terrorist Attacks

AN ARMOURED PATROL PASSES THE DAMASCUS GATE, JERUSALEM: Troops of the R.A.F. Regiment swinging into the road leading to their headquarters after a lengthy patrol of the city and the neighbouring airfield area. Jerusalem is now under the orders of Brigadier Davies of the 9th Infantry Brigade, and all available troops in the area are being employed in the present crisis

Last week-end the situation in Palestine suddenly deteriorated. The Irgun terrorists were in action again and, with their usual outspokenness, they declared war on the British forces of occupation. The attack on the Goldsmith Officers' Club in Jerusalem was the most devastating, but the attacks were very widespread and closely co-ordinated, ranging from Haifa in the north to near Tel Aviv and Jerusalem in the south. General Sir Alan Cunningham, the British High Commissioner, at once declared martial law in five areas, including the Jewish working-class quarters in Jerusalem, and the whole of the city of Tel Aviv, and Major-General Gale, commanding the 1st Division, went into action in Tel Aviv in the search for terrorists. The pictures on these pages mostly show the activities in Jerusalem, where the 9th Brigade, under Brigadier Davies, is confronted with the vast task of combating Irgun ingenuity. The Goldsmith Club in Jerusalem, it may be explained, lay on the edge of its defence zone, and was particularly vulnerable

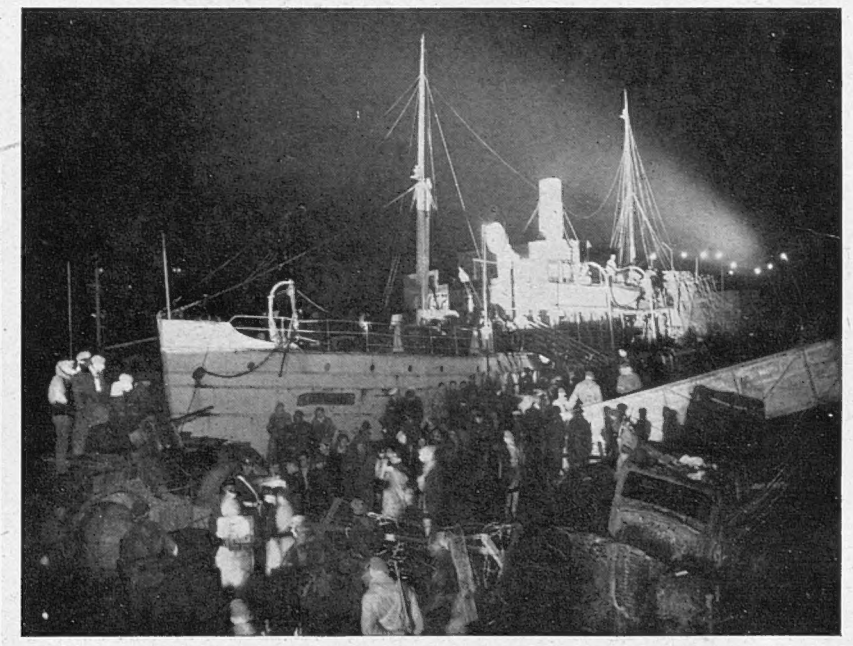
AN ARMOURED CAR PAUSES FOR IDENTIFICATION AT THE ENTRANCE TO ONE OF JERUSALEM'S SECURITY ZONES: This is not a mere routine check-up, but a vital necessity in view of the fact that Irgun terrorists have used stolen British vehicles for some of their more daring attacks, notably that upon the police barracks at Haifa. This picture was taken outside Zone "A," which covers what was formerly known as the German Colony in Jerusalem



ANOTHER REFUGEE HULK IS INTERCEPTED BEFORE REACHING THE PORT OF HAIFA: Members of the British naval boarding party, wearing white helmets of American pattern, standing at the alert on the deck of the schooner "Lanegev," which was bringing a further 620 illegal refugees to the shores of Palestine. After docking at Haifa the refugees were transhipped to the Cyprus camps in the "Empire Heywood," the operation being accompanied by the usual Jewish demonstrations and by the singing of patriotic Hebrew songs. Before transhipment all illegal refugees are now sprayed with D.D.T., and if any are sick they receive medical attention

INTERROGATION ON THE BOUNDARY OF ZONE "B": A Bren-gunner of the South Lancashire Regiment keeps his gun trained on the roadway as a sentry and a lance-corporal of the Military Police examine the papers of a driver of a British Army water-truck. In Jerusalem no chances can be taken these days, as it is never known in what guise Irgun terrorists will attack

THE SENTRY LOOKS FOR HIDDEN ARMS AND AMMUNITION: Examining a worker of the Public Information Office after he had presented his credentials at the entrance to one of Jerusalem's sealed zones. In establishing these security areas 1,000 miles of barbed wire have been brought into play

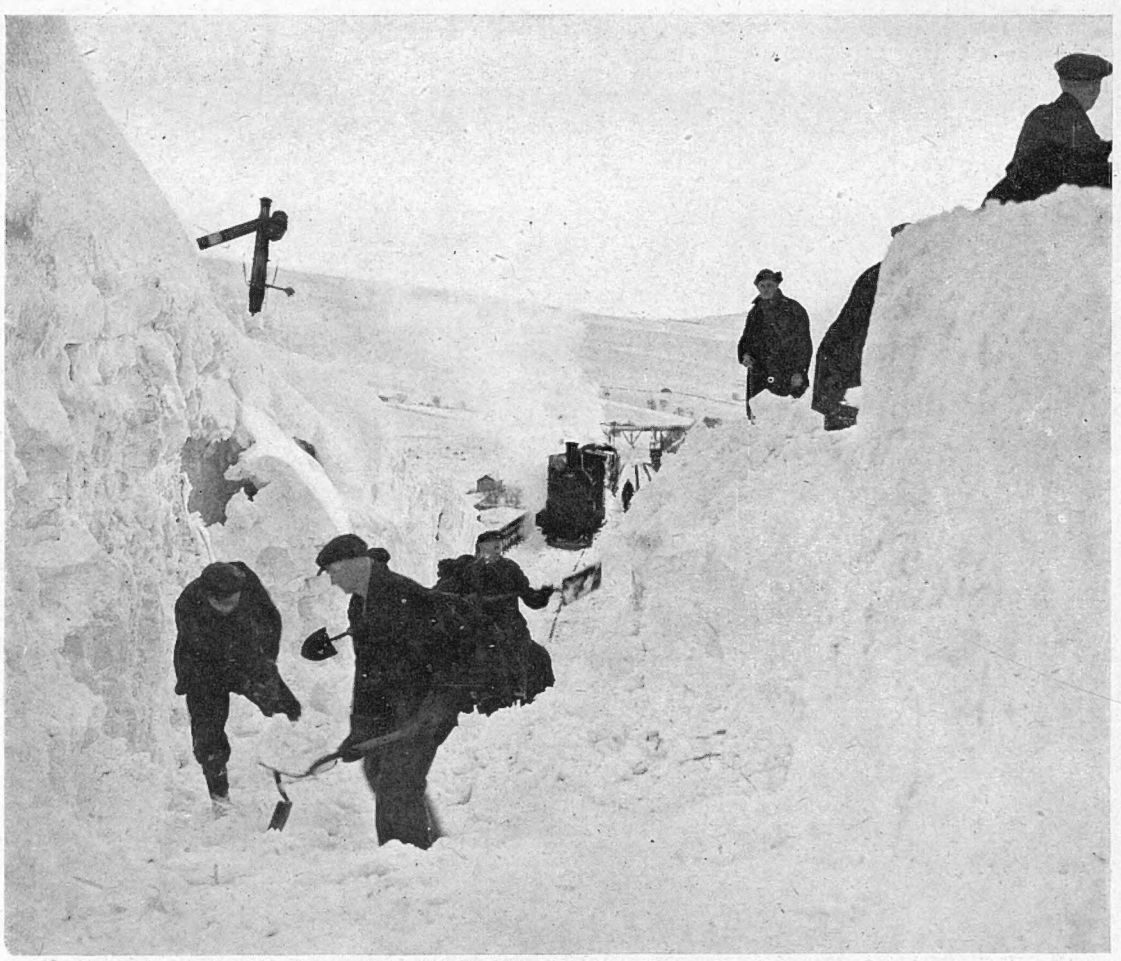


AND STILL THE IMMIGRANTS COME TO COMPLICATE THE SITUATION: A night scene at Haifa Docks as the steamship "Unknown Refugee" arrived and the immigrants were transhipped for Cyprus. On the left an armoured car is seen drawn up on the quayside in case of a disturbance, and on the right can be seen the gangway up which the refugees were passed on to the ship which took them on the second part of their journey. A further picture relating to this incident will be found on page 263 of this issue

THE WORST WEATHER FOR 100 YEARS

Varying Aspects of the Freeze-up which Disrupted Communications and Paralysed Industry

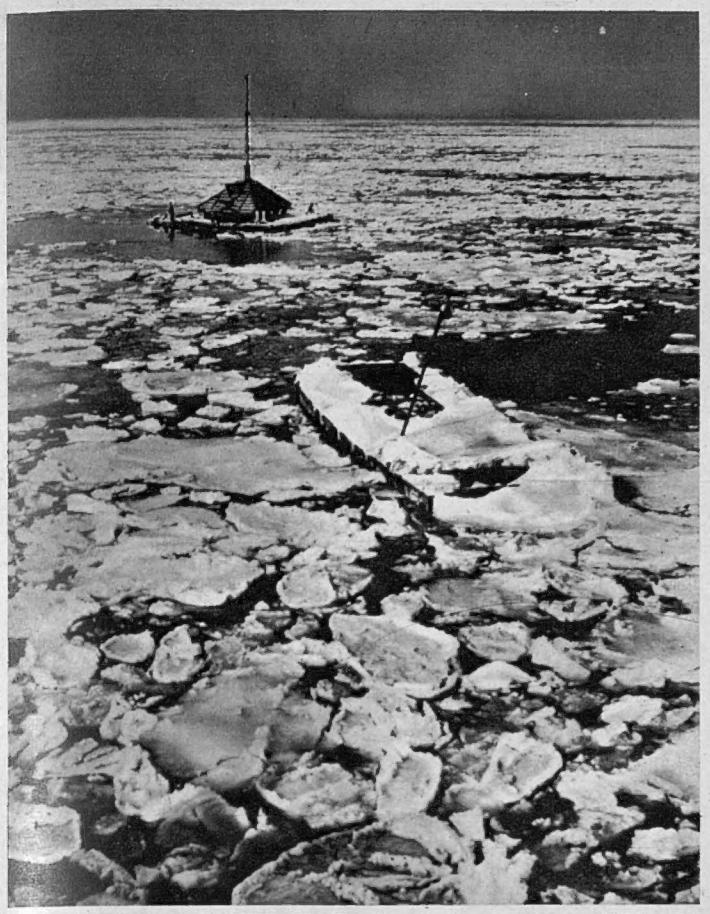
Britain needs no reminding of the fact that she has lately endured the worst weather for 100 years—weather which has played a tragic part in emphasising our lack of coal for industry and which has led to at least 2,000,000 men being out of work and in the temporary halting of our great export drive. On these pages are shown varying aspects of this weather situation. It had its brighter side, it is true, with skating in the London parks and winter sports in full swing on the slopes of Hampstead, but for the most part it spread an air of gloom over the land and brought back vividly memories of the days of 1926, when all Britain was temporarily at a standstill



WINTER IN THE WILDS OF WESTMORLAND—MEN ENGAGED IN CLEARING A WAY THROUGH ONE OF THE GREAT DRIFTS WHICH BLOCKED THE LINE BETWEEN KIRKBY STEPHEN AND APPLEBY: Here the snowdrifts reached almost to the top of the signal-post, while 1½ miles away at Barras conditions were even more serious, the station almost completely disappearing from view. In Canada similar conditions have prevailed of recent weeks, but high-speed snow-ploughs have cleared the lines and helped to keep traffic moving

THE STATION WHICH DISAPPEARED: One of the great drifts outside the booking-hall at Barras, Westmorland. High winds piled the snow in some places to a height of nearly 30 ft. No British-type snow-plough could have cleared the track

THERE WAS SKATING ON THE ST. JAMES'S PARK LAKE—A CHEERFUL CROWD DISPORTING ON THE ICE IN FRONT OF BUCKINGHAM PALACE: Nearly all the London lakes were available for skaters, with big crowds turning out on the Serpentine, on the Round Pond, Kensington Gardens, and in Battersea Park. Hampstead Heath was the scene of tobogganing and ski-ing, many of those who were unemployed by reason of the fuel crisis having for once the leisure for outdoor sport. The police took every precaution in case of accidents, and park attendants were instructed to have life-saving apparatus on hand in case an unexpected break should occur. On frozen Oulton Broad, Norfolk, where 29 degrees of frost were registered, a man took his car out on the ice



ICE-FLOES OFF THE KENTISH COAST: An Arctic scene near Whitstable showing the great field of drifting ice which kept the fishing-boats in harbour during a great part of the cold spell. Much larger floes were reported farther up the coast, and the R.A.F., operating from Germany, was detailed to report on the floes

LOOKING ACROSS THE WHITSTABLE ICEFIELD: A view of the scene on the Kentish coast, where the ice-floes stretched half a mile out to sea. Whitstable barges and fishing vessels for the most part remained frozen at their moorings, and similar conditions prevailed along the whole length of the East Coast, delaying the southbound fuel ships

THE DARTMOOR PONIES FELT THE PINCH: Unable to find any sustenance on the moor, they wandered into the streets of Princetown in search of food. There were reports that some of them, desperate for food, were eating each other's tails, while others were seen fighting for cardboard boxes and newspapers, which they also devoured. Hunger made them completely fearless, and in numerous cases they attempted to kick down the farmhouse doors in the hope of getting something to eat

A ROAD-BLOCK IN THE PENNINE BORDERLAND: A lorry roof-deep in a drift on one of the main roads between Derbyshire and Staffordshire. A road gang is seen approaching across the drift to dig out the vehicle, while others in the distance are getting on with the job of road clearance. The North Country suffered even more severely than the South in the cold spell, and it was there that the Army did its most valuable work in clearing communications for the coal convoys which were despatched by road

AND THE CUPBOARD WAS BARE! A scene during the height of the fuel crisis in the coal-storage area at the Beckton Gasworks. When this picture was taken there were only 40,000 tons of coal in storage in the great stacks, and at least one stacking-point was bare. Mechanical grabs are used for loading

A MARSHALLING-YARD IN THE NORTH COUNTRY: Loaded and empty coal wagons held up by the disruption of communications during the height of the fuel crisis. This particular scene was at Masbro, Rotherham, but it was typical of the goods yards all over the country. In order to speed up deliveries the regional authorities in some instances made up trains at the pithead and then sent them straight through to their destinations

THE FACE ON THE WALL AT MOSCOW

When Delegates Differ They Would do Well to Remember the Image of Hitler

By FERDINAND TUOHY

PARIS got the peace-making with Italy and the satellites. New York got U.N.O. and the Atomic Commission. Moscow gets the treaty-making in respect of Germany and Austria. So that it is fair to assume that the last act of the Second German War, the eventual Peace Conference attended by German signatories, is reserved for the capital of the remaining member of the Big Four. But we must not be too sanguine, in London, about getting that far.

The first thing to do about Monday's meeting in the Soviet capital is to say what it is and what it is not.

The meeting may well go down in history as the Council of Moscow, convened in March 1947 to attempt the most difficult hurdle of the post-Hitler peace-making. At the conference table will be the Foreign Ministers of the four principal peoples that beat the Nazis and the Fascists: General Marshall, United States; M. Molotov, U.S.S.R.; M. Bidault, France; and Mr. Bevin, Britain. In ensuing weeks these four men will have laid before them very comprehensive reports from four different quarters, when it will be for them to try to hammer out agreement on the strength of the documentary avalanche.

The purport of the Council of Moscow is to prepare peace treaties to be signed by the Austrian Government and by a German Government when one comes into existence. It is not a Peace Conference.

The four reports which will form the basis of all the discussions are as follows:

Austria. Report by the Foreign Ministers' deputies after five weeks of sessions in London. This takes the form of an actual draft treaty upon which the Foreign Ministers will be able to go concretely to work. Many points will be found in square brackets signifying "unresolved," yet all in all the wind blows fair enough. The hardest issues to overcome are two in number: Russia's claim to all she calls German assets in Eastern Austria, and the claim sprung by Yugoslavia to certain parts of Carinthia and Styria by way of making up for the disappointment of Trieste.

Each of these issues finds the West in disagreement with the East—Britain, France and the United States versus Russia.

The impression prevails that agreement will supervene over Austria, but not over Germany—that the best to be expected here is some formula or other that will tide over the immediate future and leave the road open to a resumption of negotiations at a later date. At present the Foreign Ministers will have before them vast reports in respect of Germany from three separate quarters. Here they are:

Report by the deputies after their mild but bunkered five weeks' convening in London. Hundreds of thousands of words are said to lead in the end to four separate and conflicting sets of opinion, as distinct from the blue-print for action and procedure which had been the optimistic hope.

The procedural tangle attained its thickest over the representation at Moscow of the fourteen "small" States that waged war against Hitler. Russia does not wish these to "trespass upon the territory of the Big Four," whereas Britain, the U.S.A. and France are for constant and full consultation of the "small" nations which were invited to express their opinions on the future of Germany.

This invitation caused the dispatch of report No. 3 to Moscow: the decided views of the "small" nations. Belgium, Holland, Greece, Brazil, Canada, South Africa, New Zealand and Luxembourg want a federalised Germany, believing this will be the best safeguard against the Germans becoming aggressive again. Yugoslavia, Poland, Czechoslovakia, White Russia and the Ukraine (Russia's "small" ones well beholden to the "big 'un," who can dispense with their physical presence at Moscow) and, somewhat surprisingly, Norway, wish to conserve German political unity, claiming that the contrary will ignite reactionary forces.

The other big division revealed by the "small" ones' sentiments concerns how Germany shall make reparation. The Russian company, plus Greece and Denmark and probably France, but minus Norway, want priorities taken from current German production, with German reconstruction delayed accordingly. The West—less the above three voices—hold that a minimum level of prosperity must be restored to Germany before reparation is made (completed ?) to her victims, and the issue should turn on that word "minimum."

The fourth and final collection of views that will float in a myriad pages on to the Foreign Ministers' table emanates from the Allied Control Council in Berlin. This report fills many hundreds of pages and is divided into eight sections—a ninth, relating to the extinction of Prussia, having been omitted, as it is felt that this falls within the province of the Berlin Council itself. The eight sections deal with progress made since the Potsdam Protocol of July 1945, and with recommendations for the future physical state of Germany; and much the same old split is revealed between West and East.

THE REPRESENTATIVES OF TWENTY-ONE VICTORIOUS ALLIES MEET IN THE SALON D'HORLOGE AT THE FRENCH FOREIGN MINISTRY: M. Bidault welcoming the delegates before the signing of the peace treaties with Italy, Rumania, Bulgaria, Hungary and Finland. On M. Bidault's left were the representatives of Britain, China and Australia. On his right were the representatives of Russia and the United States. The ceremony took place on February 10, but publication of the pictures has been delayed by the fuel crisis, which put a stop to the publication of weekly newspapers. For the occasion Italy went into mourning

The chief collisions are over reparations, the German level of industry, territorial reorganisation, and de-Nazification. The Russians refused to reveal in advance of the Moscow Council what they have done with German industry in their zone, and by way of a counter-blast charged the Anglo-Americans with laxity in getting rid of Nazis. And this brings me to the next unfavouring circumstance.

The Council of Moscow convenes in a thoroughly bad atmosphere. There is no use in waltzing round that fact, nor in a discreet and tactful dodging of where the blame preponderantly belongs. Of late, the Russians have been behaving in an extraordinary manner on the air and in print, and it is impossible not to link this behaviour with a Russian intention to put the Western nations, as it were, in the dock at Moscow in the hope of persuading the rest of the world, including the Germans, that if retreats are to be made from positions taken up, those to make them are Britain and the United States (less so France, which is likely to be more amicably treated by the Russians, throughout, at Moscow).

I have no space to tell of the calumnies that have spated forth from the twin forces of expression directly under the Kremlin. But it is apposite to draw attention to M. Molotov's high indignation at Mr. Acheson's remark that the policy of Russia is aggressive and expansionist. M. Molotov wants an apology for this because Mr. Acheson is Under-Secretary of State. What nonsense it all is! While the Kremlin-controlled and directed Press and radio can say what they jolly well please about Britain and America—and do they please! It is time Russia's game in this line were unmistakably called.

I hasten to add, however, that some of the stuff is becoming almost amusing—as the claim that the Red Army beat Hitler single-handedly, with the rest of us, apparently, skirmishing round on the outskirts. This fairy-tale prepared for home consumption runs counter to the Russian warning that the fairy-tale is no fare for Soviet children on account of its bourgeois origin and mind-conditioning.

The most obnoxious side to these attacks is the way in which the Russians now use their German Press for their furtherance. It was this which caused Sir Brian Robertson to say in his best Scots that Britain was not going to be "bludgeoned into accepting the ideas of others by any campaign of vilification." It is a pity the home front doesn't know more about this General, who should not only develop, at Moscow, to be the physically-hit Bevin's main support, but is Britain's only high soldier among the diplomats. The American heads will all be soldiers, while the presence of Marshal Stalin a few hundred yards away is all that is needed to press home the military aspect on the Russian side.

General Robertson has for long run serious risk to his reputation by his insistence on trying to join up with the Russians, over Germany. Others are tired, but Sir Brian's pre-war years as a Dunlop manager seem to have given him extra cushioning.

Incidentally, General Marshall says he isn't going to stay more than a month at Moscow; a usually bitter month which is unlikely to provide anything like the joy-ride for its 400 or 500 from the West that last year's Paris junketing developed into. There 'll be much vodka and Crimean sparkling wine, but there 'll also be much frozen-face seriousness barely hiding hostility—and who can wonder in view of what is dinned into these Russians, day in and day out, respecting their Western neighbours and peoples overseas? In which connection, look out for sparks from Canada and South Africa, each of whom is getting a trifle narky at Russia's attitude to trespassing small nations.

But I see I am myself waxing a trifle bellicose, whereas my plan was to draw to a close by summing up the consequences of a retreat from Moscow that would leave East and West still at violent loggerheads over To-morrow's Germany. I 'll tell you what it makes me think of: it makes me think of the picture of Rommel that Montgomery used to put up in his caravan. Montgomery kept this face before him in order to be constantly reminded of the type he had to beat. Right through Africa and in Normandy that picture was ever before him. All right. It would be a good thing if the Council Room at Moscow were hung with just one picture whose subject would remind the Foreign Ministers of the one who stands to win should their deliberations lead only to failure, admitted or camouflaged.

Yes, the face on the wall would be Hitler's. I 'm surprised arrangements haven't been made for that face to follow conference delegates around for years to come, atomic delegates especially. What a win for Hitler, already, is the case of Russia versus her former Allies! Why don't we rub *that* in instead of propaganda and counter-propaganda?

THE MARCHESE DI SORAGNA SIGNS THE ITALIAN PEACE TREATY: The Italian Ambassador in Paris putting his signature to the historic document, the preparation of which engendered so much heat among the Allied representatives. At the last moment the Italians hoped to voice reservations with regard to the treaty, but they were not permitted

THE PROGRESS OF THE CIVIL WAR IN NORTH CHINA — GENERALISSIMO CHIANG KAI-SHEK MAKES A NEW DRIVE AGAINST THE COMMUNISTS IN THE PROVINCE OF SHANTUNG: A diagrammatic sketch illustrating recent phases of the fighting around Tsinan, Linyi and Tancheng. At the beginning of February the Government forces were making a determined effort to capture Linyi, in the north-west corner of the province, this being the Communist headquarters in Shantung. They launched this offensive after capturing Tancheng, 30 miles to the north-west, Chiang Kai-shek himself visiting the battle area to watch the progress of his troops against the four Communist divisions defending Linyi. Meanwhile, the Communist forces have been active near Tsingtao, with a view to relieving the pressure round Linyi. On several occasions, too, they have cut railway communications between Peking and Tientsin, and their guerilla activities have been proving most embarrassing for the Government. During the latter part of February the struggle lost much of its momentum, but it shows every sign of flaring up anew—*Drawing by Percy Home*

Maps Define the News from ISTRIA, BURMA AND NORTH CHINA

ONE RESULT OF THE ITALIAN PEACE TREATY—THE ITALIAN EXODUS FROM POLA IN VIEW OF THE PROBABLE INCLUSION OF THE TOWN IN YUGOSLAVIA: A sketch-map showing the position of Pola at the foot of the Istrian Peninsula and the routes taken by the first 2,000 Italians who have opted for transfer to Italy. Reception camps have been set up at Venice and Ancona, and all who have decided to leave Pola have been promised lodgings and employment in Italy and a small sum of money for their first needs. At the beginning of February Allied authorities estimated that more than 50 per cent. of the 30,000 inhabitants of Pola were preparing to leave their homes, and the Italian Government has given every encouragement to the exodus. On board one ship arriving at Venice was the body of Nazario Sauro, the Italian patriot who was hanged by the Austrians during the war of 1914-18 and who was buried in the cemetery at Pola

On right—**THE FUTURE OF NORTH BURMA IS IN THE BALANCE: A sketch-map showing the tribal frontier areas inhabited by the Chins, the Nagas and the Kachins, a population of 3,000,000 and more. The position of these people is now under special consideration, and the British Government has made it clear that, without their consent, they will not be under the authority of the projected, independent Burmese nation.** In a royal message to the North Burmese in October 1945 the King pointed out that special arrangements would be made for the administration of the hill people. Before the war the people in these areas had no representation in the Burma Legislature, having an administration directly under the Governor

PAGEANTRY DESPITE THE SNOW: Major-General G. H. A. Macmillan, Colonel of the Regiment, inspecting a guard of honour of the 2nd Battalion the Argyll and Sutherland Highlanders before the Battalion's farewell parade at Stirling Castle and the laying-up of the Colours. The 2nd Battalion has now gone into "suspended animation," and its men will temporarily join other Highland units

CATCHING UP WITH THE NEWS—I

A Review in Pictures of Events at Home During the Two Weeks Suspension of "The Sphere"

Under the post-war military scheme for the conservation of man-power, several celebrated units are being temporarily disbanded. The farewell parade of the 2nd Battalion of the Argylls took place in the midst of a blizzard. After the Colonel had taken the salute at a march-past the men were granted fourteen days leave prior to posting

LAYING UP THE COLOURS OF THE 2ND BATTALION OF THE ARGYLL AND SUTHERLAND HIGHLANDERS: The Colours carried into the banqueting-hall of Stirling Castle

KNIGHTED AND APPOINTED A JUDGE OF THE PROBATE, DIVORCE AND ADMIRALTY DIVISION: Judge Donald Leslie Finnemore, former County Court judge for North Staffs and Birmingham, seen before his swearing-in at the House of Lords. He became well known during the war years in his capacity as chairman of the Midland Conscientious Objectors' Tribunal, and he has always shown a great interest in youth movements

FROM A LONDON PARISH TO AN AUSTRALIAN DIOCESE: The Rev. R. W. H. Moline, Vicar of St. Paul's, Knightsbridge, who has been appointed Archbishop of Perth, Western Australia. Mr. Moline was born in 1889 at Sudbury, Suffolk. After two years at St. Matthew's Church, Bethnal Green, in London's East End, he joined the Bush Brotherhood of St. Barnabas, in North Queensland, in 1922. He returned to Britain in 1929

MR. CHURCHILL'S YOUNGEST DAUGHTER MARRIED AT ST. MARGARET'S, WESTMINSTER: The wedding of Miss Mary Churchill and Captain Christopher Soames, of the Coldstream Guards. The bride and bridegroom passing the guard of honour as they left the church after the ceremony. The wedding took place in the first week of the crisis, but Mr. Attlee and many members of the Government and the Opposition found time to attend. The bridegroom, who is the only son of Captain Granville Soames, was with the Guards at El Alamein

YET ANOTHER AIRCRAFT TRAGEDY OF THE NEW YEAR: Rescue squads surveying the wreckage of the Halifax bomber which set out to parachute food supplies to the Staffordshire village of Butterton, but came down on Grindon Moor a mile from the cross placed by villagers in the snow to guide it. The village had been cut off by the snow for ten days and the Halifax took off despite adverse meteorological conditions. Seven of the eight occupants of the plane, five R.A.F. crew, a glider pilot, and two Press photographers, were killed instantly and the eighth died of his injuries subsequently. Would-be rescuers found the plane broken in two, both sections being ablaze

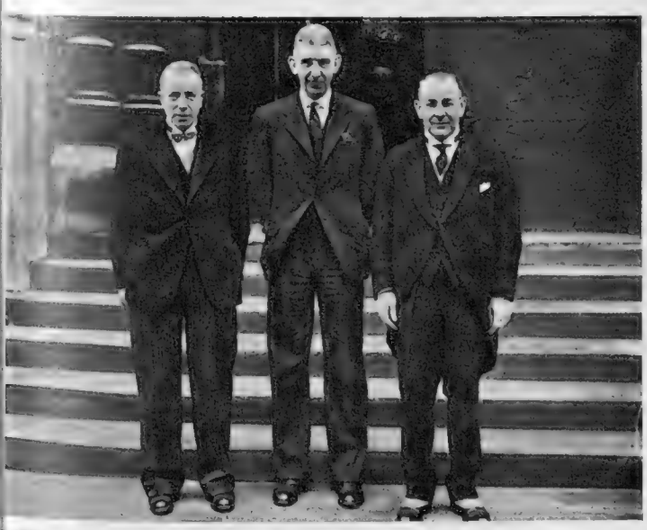
THE WRECKED HALIFAX ON GRINDON MOOR: Examining one of the burst containers which held bread and other supplies for the villagers of Butterton. Most of the loaves were charred and the sugar-bags were split open. Seven of the occupants were thrown clear of the plane and killed instantly; the eighth died later

THERE WAS CHAOS AT SOUTHAMPTON DOCKS WHEN THE "QUEEN ELIZABETH" BERTHED LAST WEEK: The great accumulation of luggage on the quayside after the stevedores had gone on strike and all the light luggage had been brought ashore by hand. The stevedores were protesting against being drafted from other ships to the priority unloading of the *Queen Elizabeth*, and over an hour elapsed before they could be persuaded to return to work. One effect of the strike was that the boat-trains pulled out from Southampton three hours late

THE CROYDON AIR CRASH INQUIRY: Air Commodore Vernon Brown, Chief Inspector of Accidents, receives evidence from Mr. Ingrams (left), one of the survivors. The inquiry was conducted at Church House, Westminster, with paraffin lamps as the only illumination. Mr. Ingrams expressed surprise that just before the plane left, passengers were asked to sign forms indemnifying the company against the risks of the flight

THE BELLS OF SOUTHWARK CATHEDRAL WILL SOON RING OUT AGAIN: A winch being installed beneath the belfry prior to the hoisting of the bells, which were taken down in 1940 and stored in different parts of the Cathedral. The largest of the bells weighs over 7½ tons, and together they form one of the finest peals in the country. Recently they have been retuned at the Whitechapel Church Bell Foundry and they have received a thorough cleaning. In all there are twelve bells

THEY DELIBERATED BY CANDLELIGHT: The Duke of Gloucester seated between Mr. Bellenger (left), the Secretary of State for War, and Brigadier Higginson (right) at a meeting in London of the Imperial War Graves Commission. The business of the meeting was transacted by candlelight, as it was held during the hours when current was switched off by Government decree. The Duke, it will be remembered, returned to London just before the outbreak of the fuel crisis, having flown from summer in Australia to mid-winter in England



THREE NEW LONDON MAGISTRATES: Outside the Law Courts, where they were sworn in before a Divisional Court. Mr. Henry H. Maddocks, Mr. Walter Bennett Frampton and Mr. Leslie Marks took the oath of allegiance and good service in the presence of the Lord Chief Justice

SHROVE TUESDAY AT WESTMINSTER SCHOOL: The annual scramble for the largest piece of pancake. The cold spell added vigour to the chase when, in accordance with tradition, the boys of Westminster School scrambled for the pancake. The winner of the prize of one guinea was Graham Smith, and the runner-up an American, Bernard Tilson, of Boston, United States

WOMEN OF THE MUSLIM LEAGUE DEMONSTRATE IN THE STREETS OF LAHORE: While Indian troops stood guard, the women, mostly veiled, marched towards the Secretariat to protest against the prohibitory orders issued by the Coalition Ministry of the Punjab. These orders included a ban on the Muslim League national guards and were held by the Muslims to be largely anti-Muslim in design

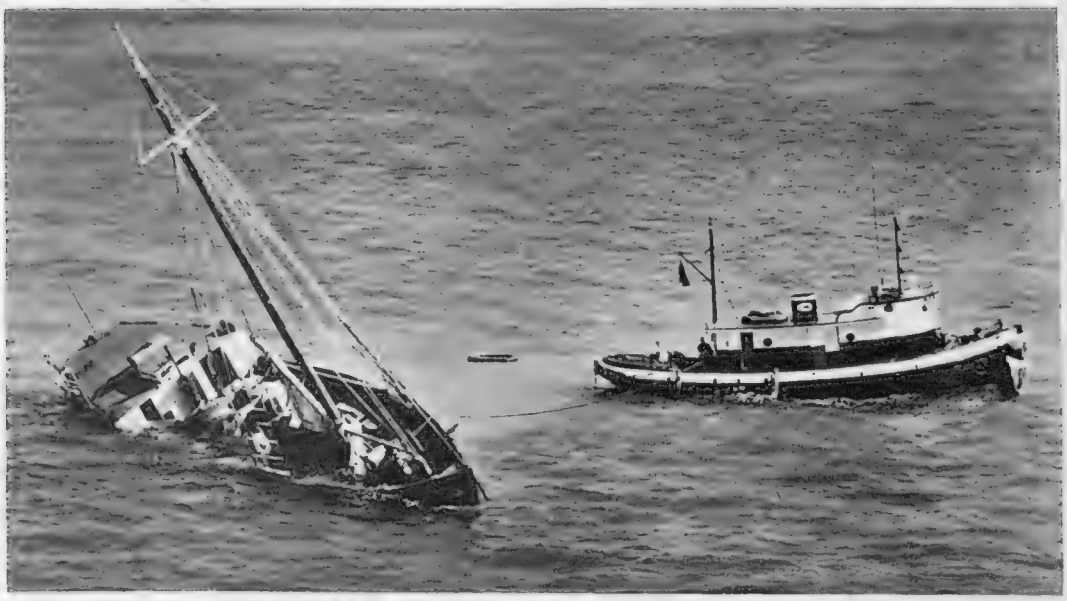
CATCHING UP WITH THE NEWS—II

A Review in Pictures of Events Abroad During the Two Weeks Suspension of "The Sphere"

In February a widespread Muslim protest, amounting to a vast civil resistance campaign, affecting all the towns and cities of the Punjab, took place as a result of the Punjab Government's ban on "private armies." The Muslims, determined to blaze a trail for Pakistan, organised speeches and processions throughout the Punjab, and as a result they were rewarded by a partial withdrawal of the Government ban. This was a notable victory for the Muslim League, and on February 26, the freeing of 1,500 Muslims further eased the tension

THE COMMUNIST DISTURBANCES IN BURMA: A well-equipped defence force drawn up in front of the Secretariat, Rangoon, to repel the Communist demonstrators who have been active in the city. Throughout the Irrawaddy Delta there were disturbances during February, and at Lewe eighteen persons were shot dead and many were wounded in a clash between Communists and a military squad

HOW SOME ATHENIANS FEEL ABOUT THE PRESENCE OF BRITISH TROOPS IN GREECE: This demonstration was staged by members of E.A.M. in front of the Acropolis Palace Hotel, where the U.N.O. Security Council delegation had taken up its quarters. Since the arrival of the delegation, which is examining the situation in Greece, there has been considerable tension in Athens



A STORY OF PIRACY FROM AMERICAN WATERS: The salvage tug "Thelma" standing by the Cuban sailing-ship "Vincente" which had grounded in shallow water 60 miles south-east of Miami and was subsequently boarded by local fishermen. Three men were arrested and taken to the United States Marshal's office, being charged with "piracy and an attempt to plunder and steal goods and merchandise." The vessel, which belongs to the Cuban American Transport Company, was badly holed, and it was expected that she would break up in the next storm which hit the coast unless the *Thelma* could carry out salvage operations

ALL SMILES BEFORE THE POLITICAL STORM BROKE IN NEW SOUTH WALES: Mr. McGirr (left), the new State Premier, with the State Governor, Lieut.-General Northcott (centre), and the Governor-General-Designate, Mr. McKell (right), after Mr. McGirr had been sworn in. A few days later Mr. McKell was sworn in as successor to the Duke of Gloucester as Governor-General, and the appointment was at once attacked by Mr. Menzies

THE GOVERNOR-GENERAL OF CANADA PAYS A VISIT TO NEW YORK: Field-Marshal Lord Alexander and Lady Alexander seen with Mr. Edward Johnson, general manager of the Metropolitan Opera House, when they were guests of honour at a performance of "Rigoletto." During his stay in New York, Lord Alexander drove through the city in an open car at the head of a procession held in his honour, and he later paid a visit to West Point, the celebrated military academy which has trained so many of America's leaders

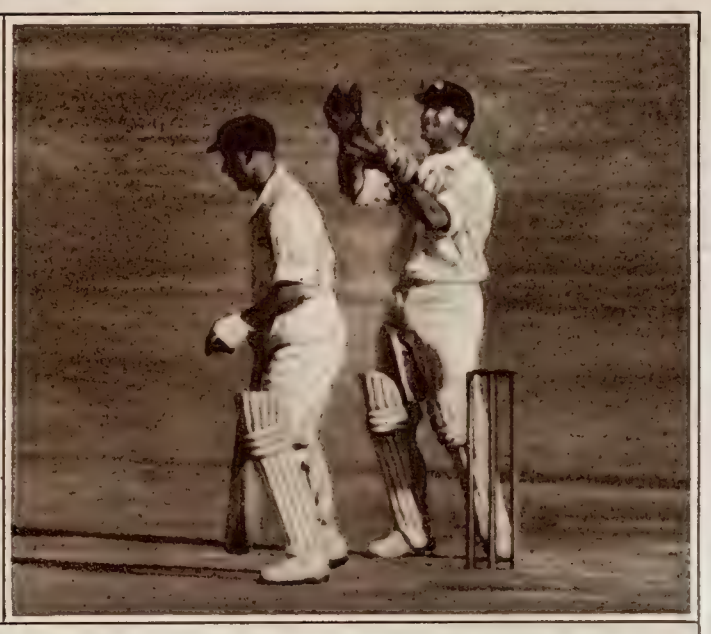
ANOTHER PHASE IN THE BRITISH MILITARY WITHDRAWAL FROM EGYPT: A mobile column of the Egyptian Army arriving at the Mustafa Pasha Barracks, Alexandria, after the official handing-over ceremony. The barracks had been occupied by British troops for the past sixty-four years. The British troops still remaining in Egypt are being accommodated at a new headquarters camp which has been established at Fayed, near the Suez Canal

ITALY GOES INTO MOURNING ON THE SIGNING OF THE PEACE TREATY: The scene at the tomb of Italy's Unknown Warrior, in the Piazza Venezia, during the ten-minutes silence which was observed in Rome and other cities. Throughout the day of the treaty-signing (which took place in Paris), bareheaded crowds filed past the tomb, and everywhere flags were hung at half-mast

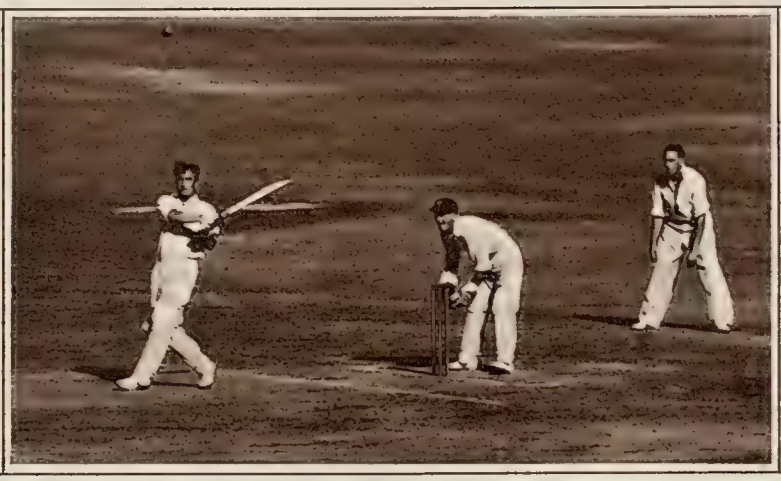
THE PARIS POLICE LEFT THE TRAFFIC TO SORT ITSELF OUT: A scene of confusion and congestion near the Opera during the course of the token strike which took place in the French capital on February 14. With policemen withdrawn from duty and buses parked without regard to the convenience of other road-users, the centre of Paris was the scene of chaotic traffic jams as the streets filled with cars after five o'clock. From four until eight o'clock the telephone services were cut off; and post office workers, in their determination to make the strike complete, stuffed up the mouths of letter-boxes. For more than an hour a long file of demonstrators carrying placards demanding a "minimum living wage" and shouting slogans to the same effect, paraded down the boulevards

ARGENTINA BUYS THE BRITISH-OWNED RAILWAYS: Sir Montague Eddy (centre) seen at Government House, Buenos Aires, where he negotiated the deal and signed the relevant documents. Since then there has been intense speculation regarding how the money would be shared out among the various stockholders, and business on the London Stock Exchange was for a time hectic

THE STEAMSHIP "UNKNOWN REFUGEE" ARRIVES AT HAIFA: British troops superintending the transhipment of the Jewish refugee passengers who were then put aboard a boat which took them to Cyprus after interception by the Royal Navy. The refugees fixed a scornful slogan to the bridge, reading "Nelson, Look at Your Heirs!" The ship aroused special interest among the British authorities as she was in better condition than the majority of refugee vessels. She was at sea twelve days, and is known to have left a French port. The interception took place 30 miles off the Palestinian coast near Tel Aviv. Before being transhipped the refugees were sprayed with D.D.T.



THE TWO WICKET-KEEPERS WHOSE BRILLIANT PLAY WAS A FEATURE OF THE TEST SERIES : *Left*—Don Tallon, of Queensland, makes a lunge to the off to catch Washbrook off Dooland's bowling. An incident in the fourth Test at Adelaide which evidences Tallon's acrobatic skill. *Right*—Evans, the M.C.C. wicket-keeper, raises his gloved hands in triumph after catching Morris, the New South Wales opening bat. Evans is not so dramatic in action as Tallon, but neither of them misses many chances



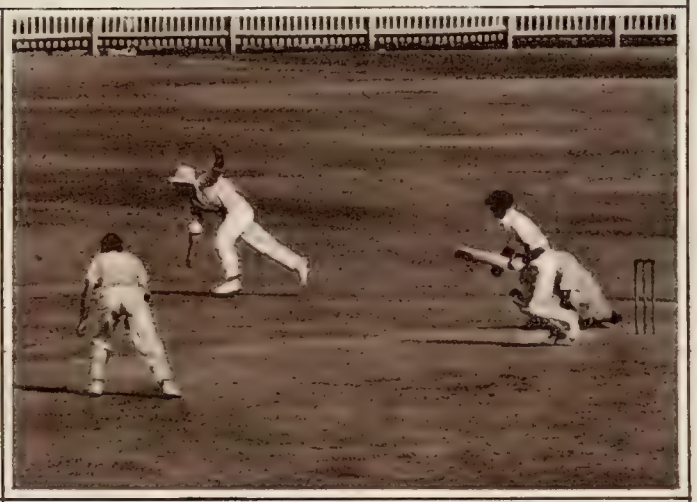
TWO M.C.C. PLAYERS WHO HAD A RUN OF ILL-LUCK : *Left*—Hardstaff surveying his broken wicket after falling a victim to Miller in the fourth Test. He contributed a valuable 67 in this game, but for the greater part of the Australian tour he has languished in the pavilion. *Right*—Dennis Compton, who made two separate centuries in the Adelaide Test, showing a return to his old brilliant form

WICKET-KEEPER STARS of the AUSTRALIAN TOUR

Tallon, of Queensland, and Evans, of Kent, Among the Outstanding Successes of the Season

The M.C.C. tour of Australia has engendered much goodwill, despite the controversies which from time to time have raged in the Press, and it has produced two first-class wicket-keepers who will probably hold their places in international cricket for many seasons to come. The acrobatic Don Tallon, of Queensland, has been a tower of strength on the Australian side, particularly when taking the bowling of his colleague, McCool, while Evans, of Kent, when he won his place in the Test side, went from strength to strength. His batting also improved as the tour progressed, and his 10 not out in the fourth Test, in the course of which he was 95 minutes without scoring, helped largely in averting defeat. Bradman, despite a duck at Adelaide, was again a shining light, while young Morris, of New South Wales, with two centuries in one Test, has leapt right into the front rank. His clean, quickly-visualised hits, with brilliant cutting and driving, are a delight to the eye, and it may well be that he will develop into the greatest left-hand opening batsman since Bardsley. Ray Lindwall, Australia's fastest bowler, is another big success of the Test series. Of the M.C.C. players in addition to Evans who have emerged with enhanced reputations, Ikin and Yardley are outstanding. Yardley's bowling has indeed been a revelation. Dennis Compton's return to form came at a moment when the M.C.C. batting was flagging

RUNNING BETWEEN THE WICKETS IN 91 DEGREES FAHRENHEIT : Yardley, of Yorkshire, and Compton, of Middlesex, seen in the course of a valuable partnership at Adelaide



HE JOINS THE RANKS OF THE IMMORTALS : Morris, who, like Compton, scored two separate centuries in the fourth Test. Morris may well prove Bradman's successor as Australia's most prolific run-getter

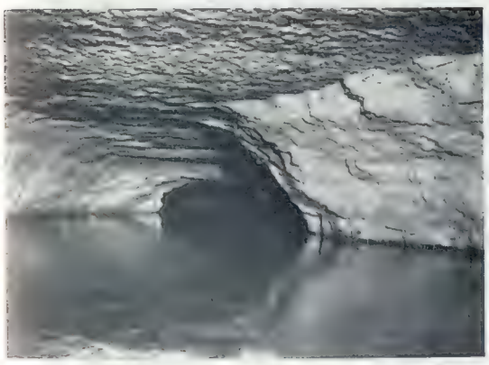
IT HAPPENS TO THE BEST OF PLAYERS : Don Bradman, the Australian captain, has his bails knocked flying by a ball from Bedser. It was his first Test failure in the 1946-47 series, and much disappointed the great Adelaide crowd

THE END OF A PERFECT DAY AT ADELAIDE OVAL : Spectators swarming on to the pitch at the end of the fourth Test. Among them were a host of small boys bent on obtaining autographs. Several of the players are seen walking off with the stumps

THE LOST WORLD OF RODONDO—THE 1,200-FT. GRANITE ISLAND OFF WILSON'S PROMONTORY, VICTORIA, WHICH WAS RECENTLY VISITED BY SIX EXPLORERS FROM GEELONG COLLEGE, PROBABLY THE FIRST WHITE MEN EVER TO SET FOOT ON THE ISLAND: The island, about 1,000 acres in extent, lies on the main shipping route from Melbourne to Sydney, a solitary sentinel in the Bass Strait and the haunt of millions of mutton birds. The explorers spent eight days on Rodondo—*Drawing by E. G. Lambert*

THE SECRETS OF RODONDO and NULLARBOR

Revealed by Two Australian Expeditions



THE SUBTERRANEAN WONDERS OF THE NULLARBOR CAVES: *Left*—A lake of clear bluish water 300 ft. below the South Australian Desert; and (*right*) an aboriginal tabu mark made with red ochre at the entrance of another cave. It was probably intended to frighten native women from a tribal totem storehouse. Six or more small expeditions have visited these Nullarbor caves since 1880, and each time new and important discoveries have been made. The latest expedition, led by Captain Maitland Thomson, has brought back remarkable photographs from this area, which was once the bed of the sea

Rodondo has long been an object of curiosity among travellers taking the coastal route between Melbourne and Sydney, and the visit of the Geelong exploration party has aroused much interest in Australia. The party, led by Mr. John Bechervaise, visited every part of the island, saving, of course, the hundreds of feet of sheer cliff-face. They discovered several unidentified forms of plant life, unlike anything found on the Australian mainland, in the immediate vicinity, and they found no evidence of animal life. "Rodondo," said Mr. Bechervaise, "has obviously been the nesting-ground for mutton birds for hundreds of years. They are there in millions, and were completely unafraid, coming into our tents at night and hopping over us in dozens. It is a most interesting but most treacherous place. Every step we took we had to guard against slipping, because there is a peculiar and very slippery weed growing over most of the rocks. One man never went anywhere on his own—it was too dangerous." The worst privation was a shortage of water. Very fortunately, the party took with them a rudely-made salt-water distiller

Beneath the sun-baked, almost featureless surface of Australia's vast limestone Nullarbor Plain exists a little-known underworld of enormous caverns and chambers with deep lakes and waterways. In a limestone deposit more than 500 ft. deep, formed when the plains were the bed of a sea long ago, caves extend hundreds of feet down, opening out into lofty chambers and galleries.

Only a very few Australians have seen this caveland, one of them the Rev. George Woolf, who was drowned last year in New Guinea, and another Captain Maitland Thomson, who has made five expeditions to the area, one of them an aerial survey, and each time has brought back fresh evidence of the vast extent of this cave system.

The Nullarbor Caves are situated in the area lying between the head of the Great Australian Bight and the transcontinental railway which runs straight as an arrow across the desert. Captain Thomson has already descended sixty of the caves, which, he says, are approached through great pits, often 150 ft. deep and from which galleries lead off into the darkness of the underworld. Some of the galleries run for thousands of feet.

THE ONLY WAY TO EXPLORE THE NULLARBOR CAVES: A rope-ladder used by Captain Maitland Thomson and his assistants

SHOOTING CROWS ON THE BRINK OF A 150-FT.-DEEP PIT IN THE GRIM NULLARBOR LIMESTONE PLAIN: Evidence clearly points to the fact that the pit was formed by the collapse of the roof of one of the underground chambers. Tens of thousands of crows inhabit the outer fringes of the caves leading from the pit

d

THE ROYAL FAMILY IN CAPE PROVINCE

The Start of the Royal Tour of South Africa

On the morning of February 17, on a day of bright sunshine, H.M.S. *Vanguard* docked in Table Bay and the King and Queen and Princesses stepped ashore to receive a tumultuous welcome from the people of Cape Town. This was the first visit to South Africa of a reigning sovereign.

The Royal party were welcomed first on board ship by the Governor-General and Field-Marshal Smuts, then by the large crowds which lined the route as they drove in procession to Government House, and finally by both Houses of the South African Parliament, which presented loyal addresses.

The Royal Family at once plunged into the exacting engagements of the tour, with garden-parties, State banquets, and civic balls following in swift succession. On the third day they paid a visit to the great naval base at Simonstown, and drove back through Kenilworth to witness the race for the Cape of Good Hope Derby. February 21 was a day of particular significance, the King, who in constitutional theory, is present at the opening of all his Parliaments and in whose name every Governor-General presides, actually opening the South African Parliament in person. Both Houses attended the ceremony in full force, with their leaders at their head, and the ceremony was a simplified version of that which has become traditional at Westminster.

On the following day the Royal Family set out on their 10,000-mile tour of the Union.

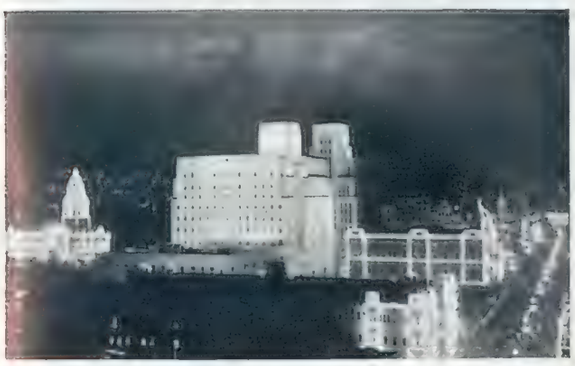
THE KING AND QUEEN WAVE FROM THE BALCONY OF THE CITY HALL, CAPE TOWN: Their Majesties in evening dress after attending the State banquet which was held in their honour on the first day of their arrival in the Union. They came out on to the balcony in response to the repeated cheers of the crowd

THE PRINCESSES AT KENILWORTH RACES: Princess Elizabeth and Princess Margaret walking across the lawns at Kenilworth in the outer suburbs of Cape Town, where they saw the race for the Cape of Good Hope Derby. This was on the afternoon of their visit to Simonstown naval base, and one of the many events which they crowded into their first days in the Union

THE KING AND QUEEN AT THE HOME OF THE GOVERNOR-GENERAL: Their Majesties on the steps of Westbrooke, the estate at Rondebosch, near Cape Town, where they met leading personalities in the life of Cape Province. Beautiful terraced lawns and shady trees made a perfect setting for the occasion, and the Royal Family spent an hour walking among the guests. In the evening of the same day the Mayor of Cape Town gave a civic ball

CAPE TOWN WAS ABLAZE WITH LIGHT AND THE OUTLINES OF TABLE MOUNTAIN WERE PICKED OUT BY SEARCHLIGHTS: This was the magnificent night scene on the evening of the arrival of the Royal Family. The picture was taken from St. George's Street, and shows in the foreground the new wing of St. George's Cathedral. Twenty searchlights were called into play to illuminate the mountain. During the evening there was an elaborate programme of fireworks

THE ROYAL FAMILY POSE FOR THE PRESS IN THE GROUNDS OF GOVERNMENT HOUSE, CAPE TOWN: An informal picture of the King and Queen and the Princesses taken during the first days of the Royal tour. The King is wearing the tropical uniform of an Admiral of the Fleet



THE SOUTHERN CAPITAL GOES GAY: A brilliant night scene in the heart of Cape Town, showing on the right the illuminations in Adderley Street, the main thoroughfare, and in the centre the floodlit General Post Office. On the left is the older City Hall building with its tower and main façade picked out in lights. It was there that the Royal Family were entertained at a State banquet

THE KING HONOURS FIELD-MARSHAL SMUTS: His Majesty investing the South African Premier with the Order of Merit which had been bestowed upon him in the New Year Honours List. This ceremony followed the opening of the two Houses of the South African Parliament

THE KING AND QUEEN VISIT THE NAVAL BASE AT SIMONSTOWN: Their Majesties arriving at Admiralty House before making a tour of the dockyard and town which lies on the shores of False Bay, about 30 miles from Cape Town. They were received by Sir Clement Moody, Commander-in-Chief, South Atlantic. This was on the third day of the Royal tour when the King and Queen fulfilled a particularly arduous programme. In the afternoon they took lunch at Kenilworth Racecourse

HOW THEY BRING THE COAL TO LONDON

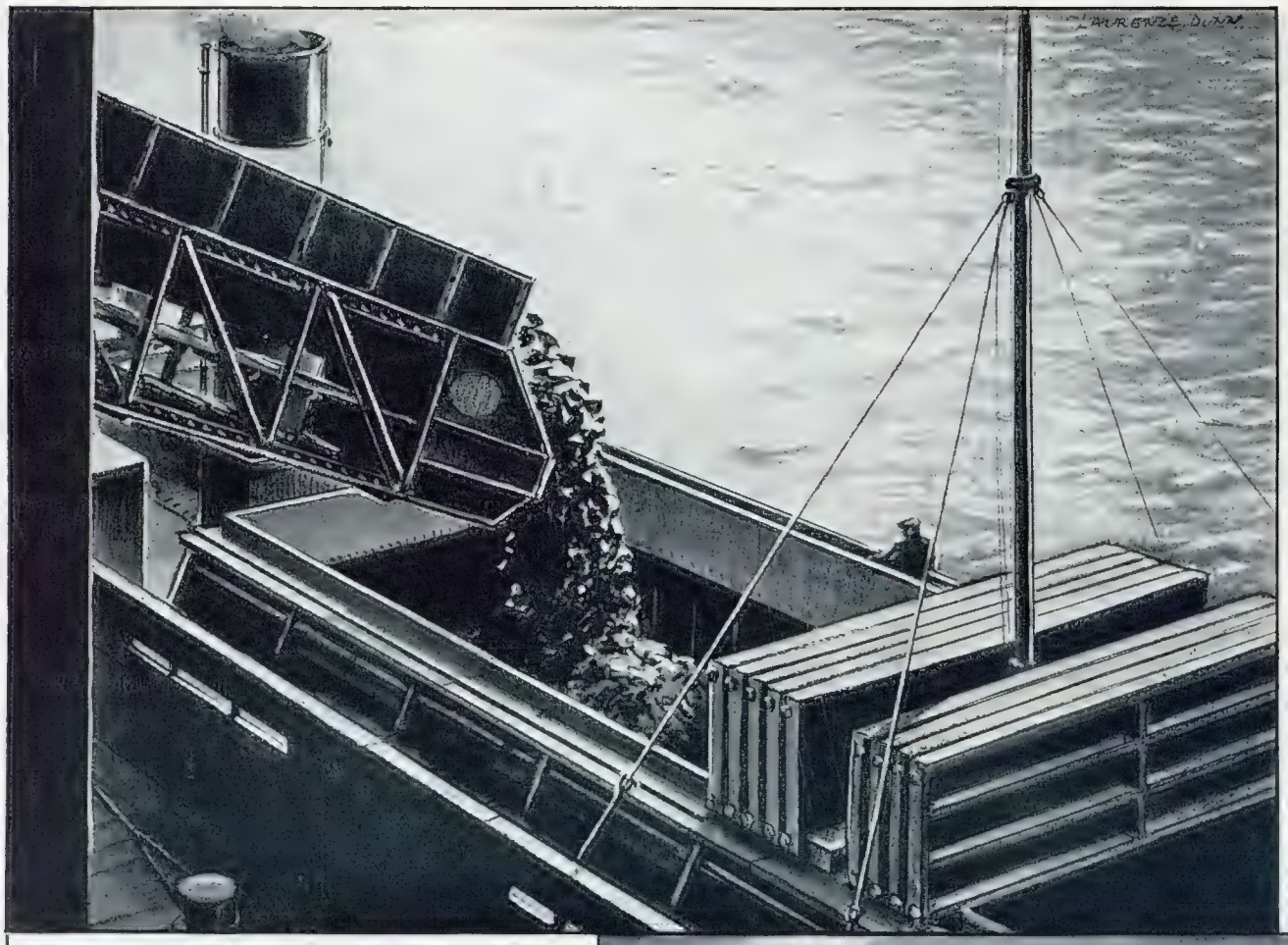
The Colliers which Supply the Gas Works and the Power Stations

The fuel crisis has thrown into high relief the role of the Thames up-river colliers, the "flat-irons" which supply the gas works and the power stations with the vital fuel to keep the lights of London burning.

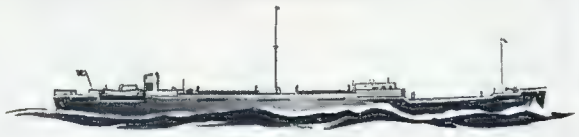
Some of these colliers come from South Wales, making the trip down the Bristol Channel, round Land's End, through the Straits of Dover and into the Thames Estuary. The majority, however, come from Tyne and Humber ports, and it is upon these that attention has been focussed during the recent fateful weeks.

From Tyne to Thames is no long voyage, but it is very much London's life-line and, thanks to the devoted work of the collier skippers and their crews, who fought their way through the February gales and ice-floes, London power stations were once again able to build up their stocks. Many of those same men, it must be remembered, braved the perils of the same East Coast trip when they had more than weather to contend with—first the magnetic mine and then the E-boat constantly menacing the ships as they came south laden with their precious cargoes. The largest of these ships are found in the

(Continued on right)

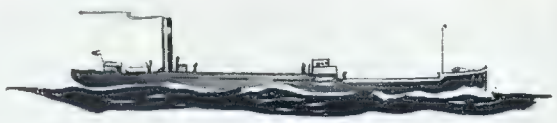


LOADING COAL ON TYNESIDE: A "flat-iron" collier taking on board the vital fuel needed for the operation of London's gas and electricity undertakings. The most modern vessels have large cargo holds served by self-trimming hatchways fitted with steel covers



M.V. "MITCHAM", 1946

The latest type of "flat-iron" in the Thames service. The four profiles below show the development of the colliers since 1848



S.S. "EWELL", 1926

When built in 1926 this was the largest vessel in the Wandsworth service. The cargo capacity is 2,000 tons

S.S. "WANDLE" (I) 1909

The first ship specially designed for the Wandsworth service negotiating the Thames bridges

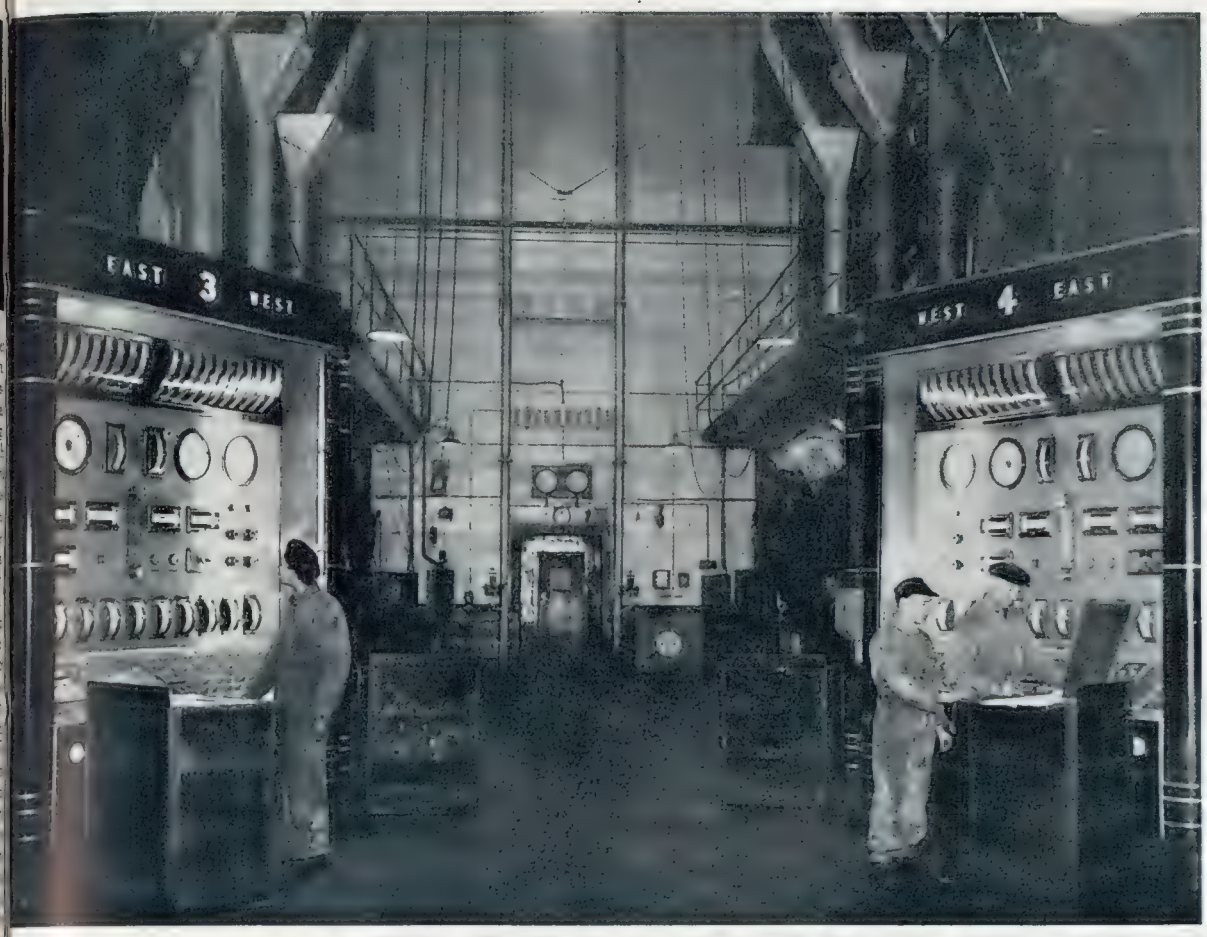
PIONEER SCREW COLLIER "JOHN BOWES", 1852

COLLIER BRIG OF 1848

Above—**THE "WIMBLEDON" BATTLES HER WAY THROUGH THE NORTH SEA:** One of the Wandsworth Gas Company's big "flat-iron" colliers passes an unladed collier during the journey from the northern coalfields. In normal weather, thirty-three hours after leaving the pithead the coal has reached Thames-side

On right—**THE S.S. "WANDLE" DISCHARGES HER CARGO AT WANDSWORTH:** The "flat-iron" is seen alongside the gasworks as the coal is discharged by means of two hydraulically-operated cranes fitted with grabs which can each lift five tons of coal at a time. The two cranes can clear 600 tons of coal in about an hour

THE M.V. "MITCHAM" IN THE THAMES: The largest and the most up to date of the "flat-iron" colliers seen on the tideway at the end of a voyage from the northern coalfields. The masts and funnel of the *Mitcham* telescope into the hull, thus enabling her to negotiate the bridges between Limehouse and Wandsworth

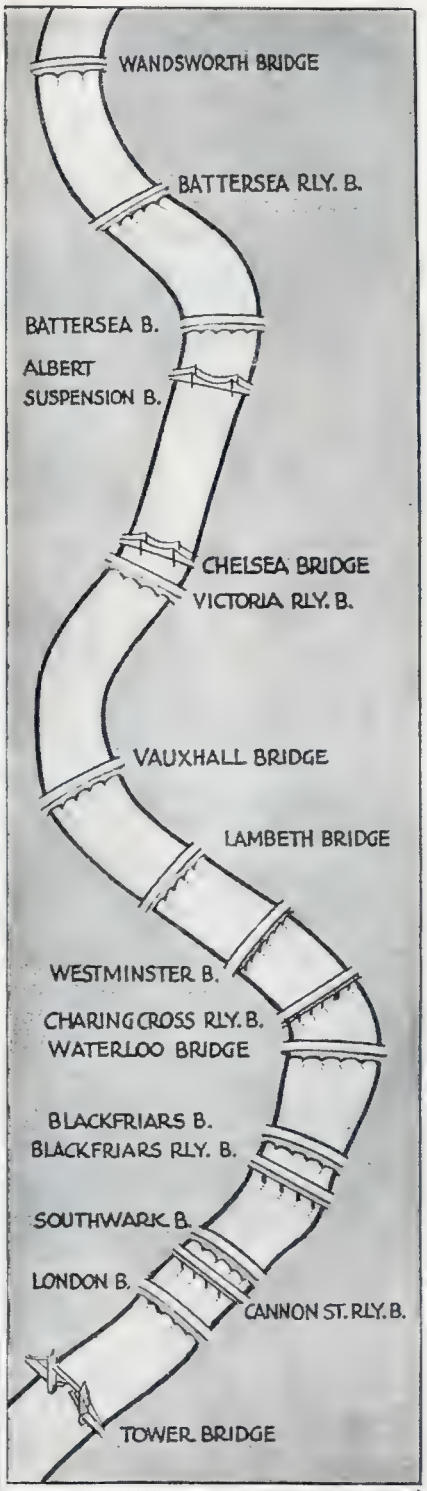


WHERE 3,000 TONS OF COAL PER DAY ARE NEEDED TO PROVIDE 6,500,000 UNITS OF ELECTRICITY : The boiler control panels in No. 1 Boiler House at Fulham Power Station, the largest electricity generating plant in London. During the height of the fuel crisis, when stocks at Fulham ran dangerously low, daily power cuts resulted in a 30-per-cent. fuel-saving at all London generating stations

(*Continued from on left*)

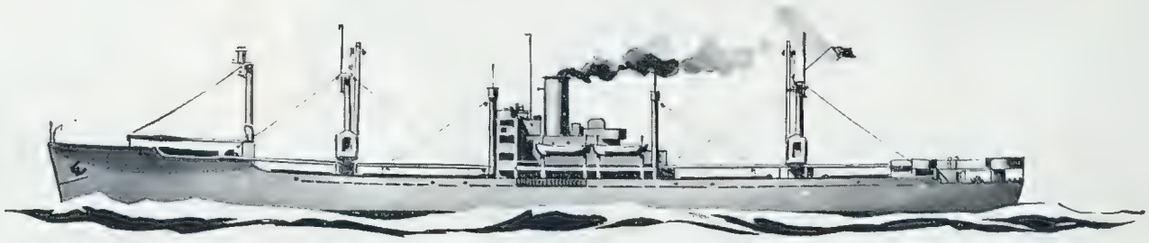
Wandsworth and District Gas Company's fleet, whose works are situated the farthest up-stream. Their ships have to negotiate seventeen bridges before they can reach their discharging-point at Wandsworth. This Company has for long set the standard for the design of these up-river ships, and practically each of their ships has been, when built, the largest in this trade. Now they have the first Diesel-driven "flat-iron"—the *Mitcham*, which can carry a total of 2,700 tons of coal. This compares with 1,250 tons for the pioneer ship *Wandle* of 1909 and 600 tons for the first screw collier, the *John Bowes*, which in turn carried about twice as much as a collier brig.

Depth of water and amount of head-room under bridges are items of paramount importance in up-river navigation, and it is essential for the ships to arrive at the wharf during the latter stages of the flood-tide. After cargo has been discharged the passage down-river must be begun as soon as the flood-tide appears, for in this light condition the vessel is much higher out of the water.



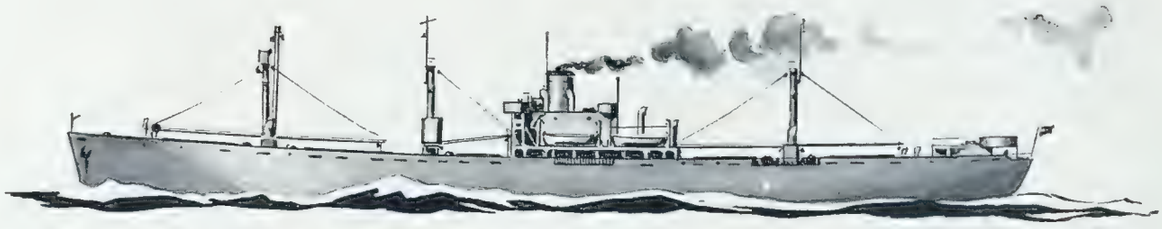
THE TORTUOUS ROUTE FROM TOWER BRIDGE TO WANDSWORTH : A sketch-map showing the seventeen bridges which have to be negotiated by some of the colliers which regularly bring their cargoes up the Thames

THE THREE MAIN ROUTES TAKEN BY THE COASTAL COLLIERS : A sketch-map showing how the vessels converge on the Thames from Tyne, Humber and Severn. In ten days alone during the fuel crisis 241 ships carried 505,000 tons of coal from the Tyne and Humber



VICTORY TYPE CARGO LINERS

Turbine-driven. Speed, 15-17 knots. Gross tonnage, 7,600. Length, 455 ft. overall. Some have been purchased for Britain.

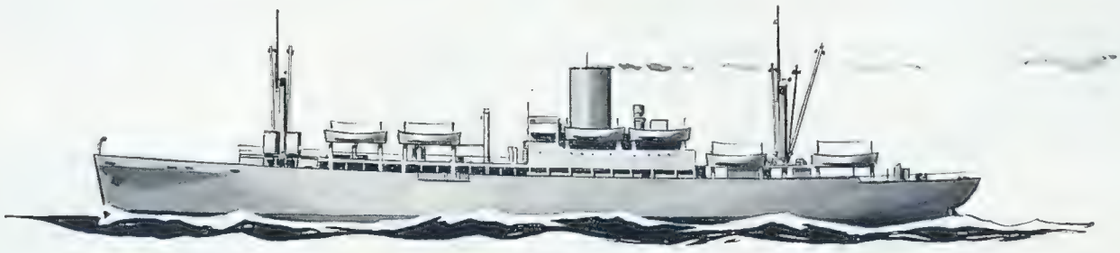


164 LIBERTY TYPE FREIGHTERS

Reciprocating engines. Speed, 11 knots. Gross tonnage, 7,200. Length, 441 ft. overall. Some will be purchased by British shipowners.

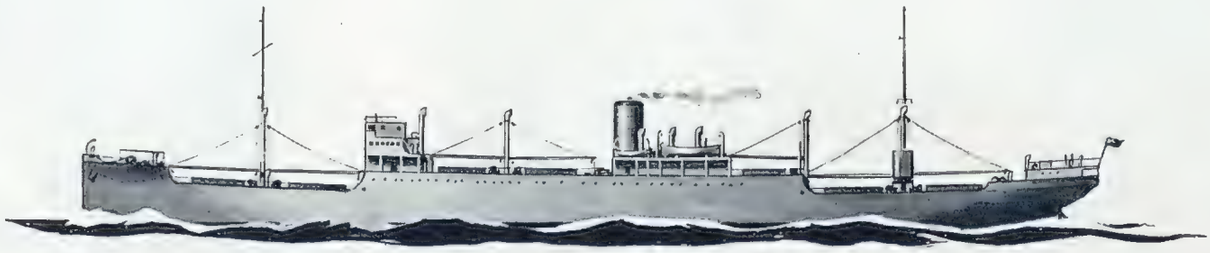
65 FORT TYPE FREIGHTERS

Canadian-built, American-owned. Reciprocating engines. Speed, 10-11 knots. Gross tonnage, 7,100. Length, 441 ft. overall



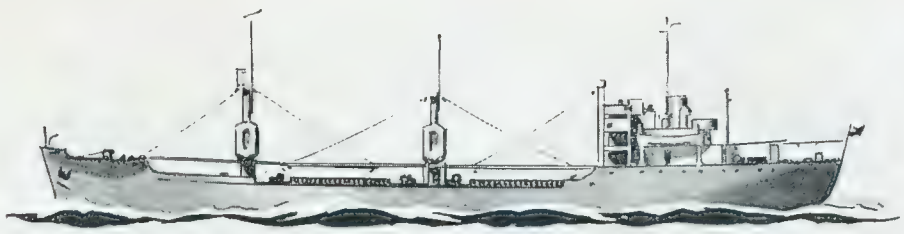
ABOUT 10 C1 TYPE CARGO SHIPS

Turbine-driven. Speed, 14 knots. Gross tonnage, 7,100 Length, 416 ft. overall.



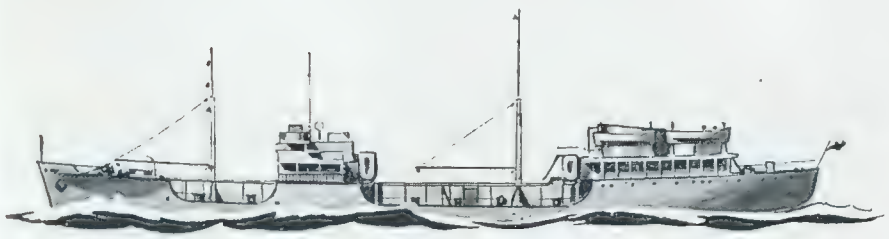
1 CARGO SHIP, M.V. LOWLANDER

Ex-Italian prize "Leme," seized 1941 at Portland, Oregon. Gross tonnage, 8,059. Built, 1925. Length, 467 ft. overall.



10 HICKORY (C1-M-AV1) TYPE CARGO SHIPS

Diesel-driven. Speed, 11 knots. Gross tonnage, 3,800. Length, 338 ft. overall.

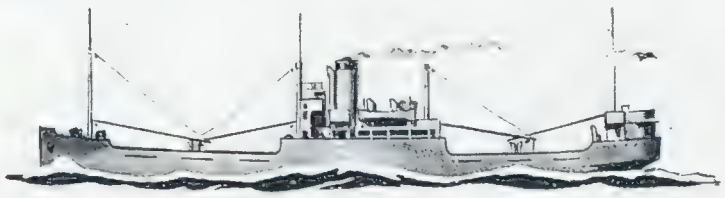


ABOUT 3 SMALL T1-M-BT2 TYPE TANKERS

Diesel-driven. Speed, 10 knots. Gross tonnage, 3,200. Length, 325 ft. overall.

ABOUT 3 COASTAL TANKERS

Diesel-driven. Speed, 10 knots. Gross tonnage, 1,100. Length, 220 ft. overall.



BETWEEN 30 AND 40 BALTIC TYPE STEAMERS

Reciprocating engines. Speed, 10 knots. Gross tonnage, 1,800. Length, 259 ft. overall.

LEASE-LEND SHIPS GO BACK

Freighters which Britain Had on Lease-Lend and Some of which are Now to be Returned to America

A BILL has been introduced into the United States House of Representatives calling for the immediate return of the many U.S. ships Lease-Lent to this country and which are still operating under the Red Ensign. The measure is what is known as a Concurrent Resolution and does not need Presidential approval. The passing of this Bill will terminate the United States Agreement with Britain of November 24, 1944, made by the War Shipping Administration on President Roosevelt's instructions, and has lately been the subject of a Ministerial statement in London. In this statement Mr. Alfred Barnes, the Minister of Transport, declared that some of these ships would be purchased by British shipowners and the remainder would be delivered back to America.

The resolution calls for the delivery of each of the vessels to the United States upon the completion of any voyage in progress at the time of the measure's adoption and at the latest six months afterwards. This will result in the already-much-depleted British Merchant Service being reduced by nearly 250 large cargo-carriers, thus causing a reduction in the volume of carrying tonnage of approximately 2,500,000 tons deadweight. Nine main types are involved, and they range from fast cargo liners to coastal tonnage, and there is also one ex-enemy prize. The accompanying profiles show the main characteristics of each.

The VICTORY ships were built in the latter part of the war, when it was deemed wise to standardise a type more economically attractive than the Liberty ship. Although their cargo capacities are similar, the Victory has a speed ranging from 4 to 6 knots greater. Some of these have been bought by British shipowners.

The LIBERTY ships which were delivered to us in 1943 and 1944 were practically all given names bearing the prefix "Sam," and are easily distinguished from the British and Canadian-built equivalent types by having a high, compact bridge structure, from which the funnel rises, whereas the others have a bridge that is well clear of the funnel. The sixty-odd ships of the "Fort" type were part of the large Canadian shipbuilding programme, which included about 350 ships of this size. These sixty were sold to the U.S.A. during the war.

The C1 TYPE ships were designed as purely cargo-carriers, but were modified and completed for us as Infantry Landing Ships.

Altogether nearly 300 ships of the C1—M—AV1 Type were built in the U.S.A., and most of them were given the names of knots, *Flemish Bend, Single Hitch*, etc., while the ten loaned to this country had names beginning with the word "Hickory."

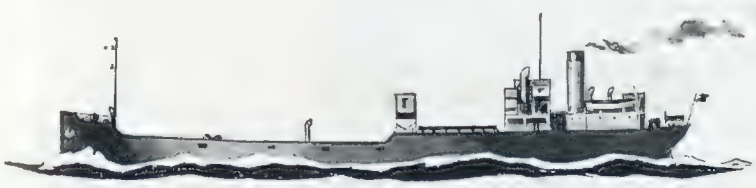
In preparation for the invasion of Europe, many coastal tankers were built in America and transferred to us. All except a very few have now been returned Until very recently three of the T1—M—BT2 class were still in our service, but arrangements for their return are reported to have been already made.

The smaller coastal tanker illustrated is of the T1—M—A1 type, and is one of some twenty sister-ships which were employed in the English Channel area from 1944 onwards.

Probably the best known to us of all the smaller types are the Baltic type coasters, or "Jeeps," as they are commonly called. They have been chiefly employed as colliers and timber-carriers.

The distinctive Bowes coasters which have been operating between Tilbury and the Continent are remarkable for the travelling crane which runs on rails either side of the hatches. The design of these ships has been based on that of a successful Great Lakes vessel, the *Arthur Scott Hoyt*.

(*Drawings to scale by Laurence Dunn*)

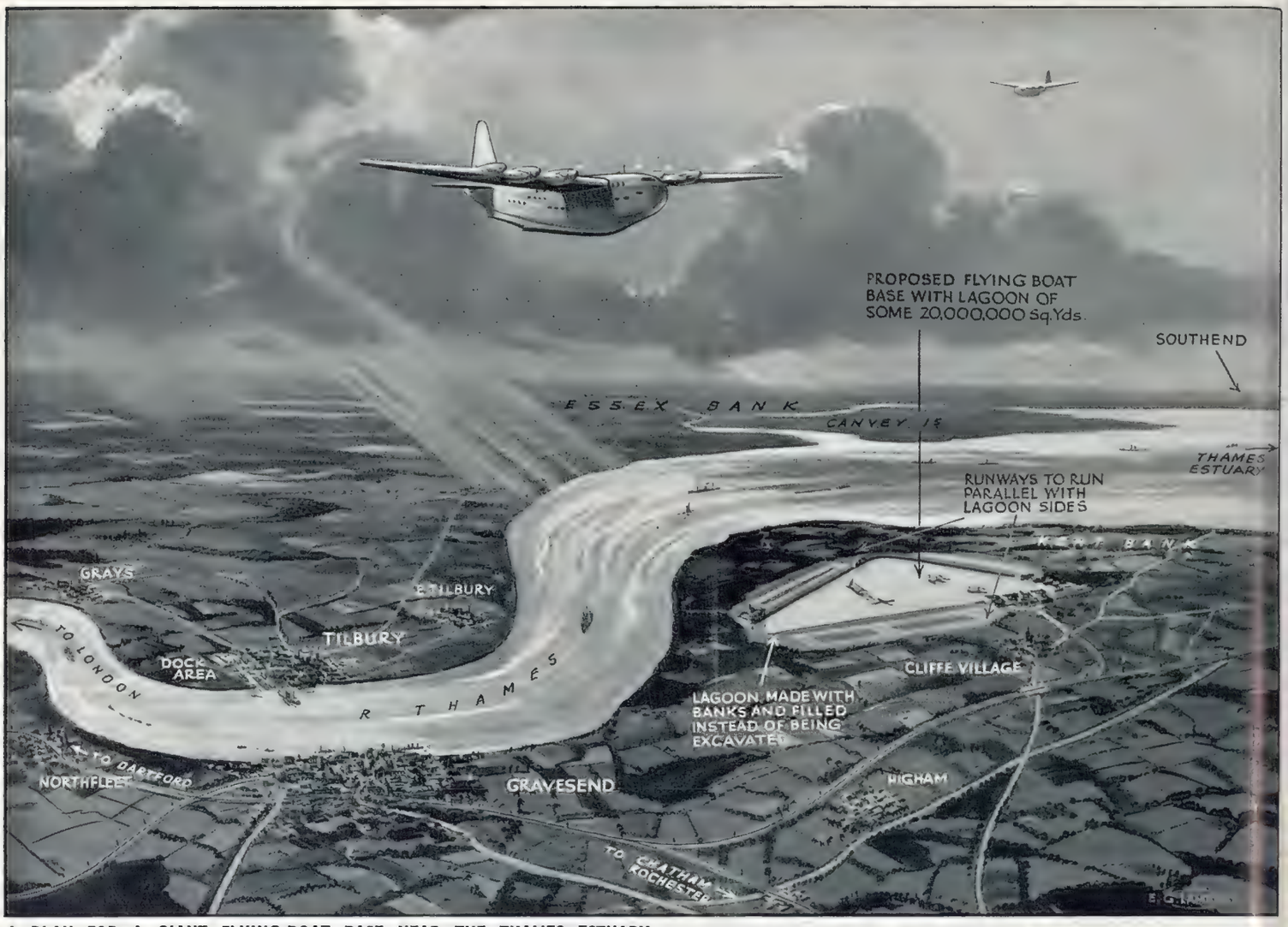


1 COASTER, S.S.COVALT

Built on the Great Lakes in 1919. Gross tonnage, 2,450. Speed, about 9 knots.

4 BOWES TYPE COASTERS

Diesel-driven. Speed, 10½ knots. Gross tonnage, 2,400. Length, 270 ft. overall.

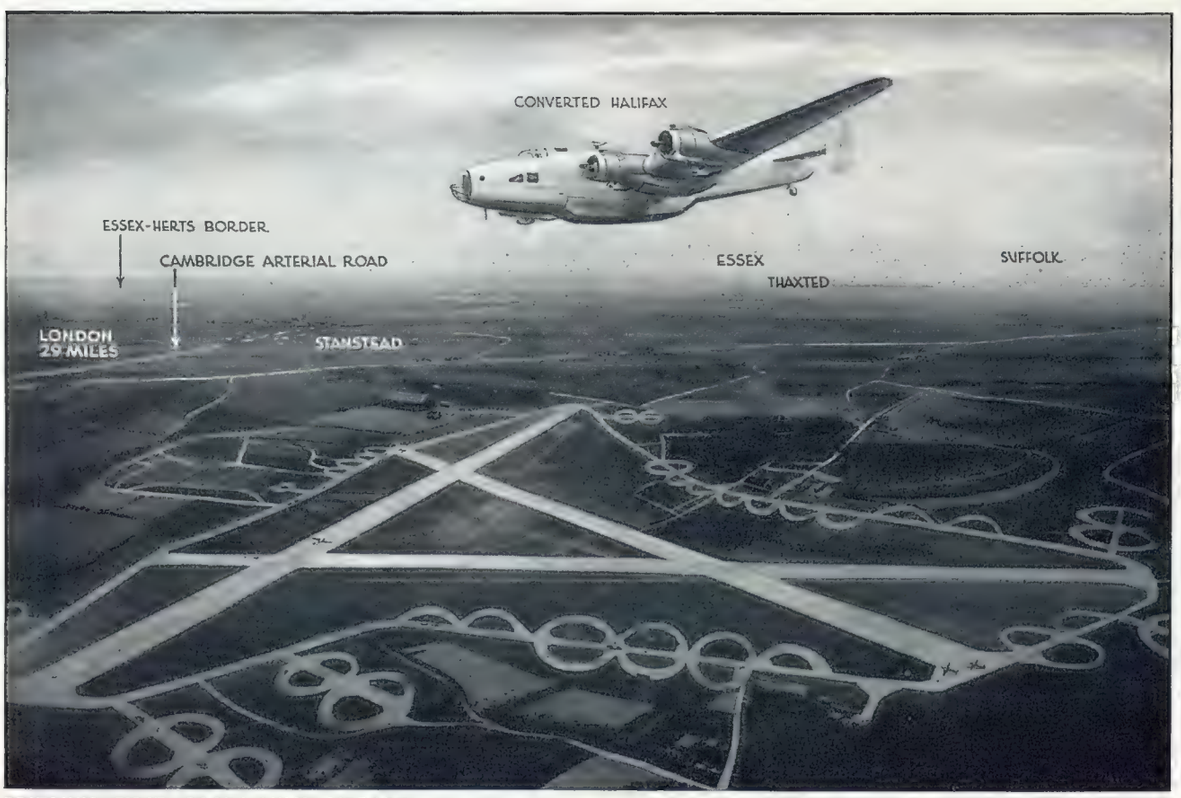


A PLAN FOR A GIANT FLYING-BOAT BASE NEAR THE THAMES ESTUARY—A DIAGRAMMATIC SKETCH OF THE PROPOSED MARINE AIR TERMINAL AT CLIFFE, BETWEEN GRAVESEND AND ROCHESTER: A great triangular lagoon of 20,000,000 square yards which could take the largest flying-boats yet envisaged. There is widespread agreement that Britain needs, and in the immediate future, a big flying-boat base from which to operate her world-wide services, but at the time of writing there is no measure of agreement regarding where the base shall be sited. The claims of both Langstone Harbour and Southampton Water have been advanced, and since the beginning of the year the Ministry of Civil Aviation has been examining the claims of Cliffe. The Cliffe scheme has been put forward by the Port of London Authority, and provides for the construction of a non-tidal salt-water lagoon for flying-boats with an adjacent land-plane strip. These would have a common control system. Cliffe is 26 miles from London Bridge, and can be reached by road in fifty minutes or by train in forty minutes. The Cliffe site, which lies in an area with a good weather record and is surrounded by reasonably flat country, is now used as rough grazing land. The common control building would be at the western end of the lagoon, near the docking area, and the hangars would be near the small village of Cliffe. The village would be unaffected—*Drawing by E. G. Lambert*

Aviation News

A LONDON FLYING-BOAT BASE

And a London Air-Freight Terminal



BRITAIN'S FIRST GOODS-ONLY AIRPORT—A DIAGRAMMATIC SKETCH OF THE FLYING-FIELD AT STANSTED, NEAR BISHOP'S STORTFORD, ESSEX, WHICH IS OPERATED BY THE PIONEER COMPANY, LONDON AERO AND MOTOR SERVICES: The company took over Stansted in December 1946, and it is likely to develop into an important freight terminus—*Drawing by Roland Davies*

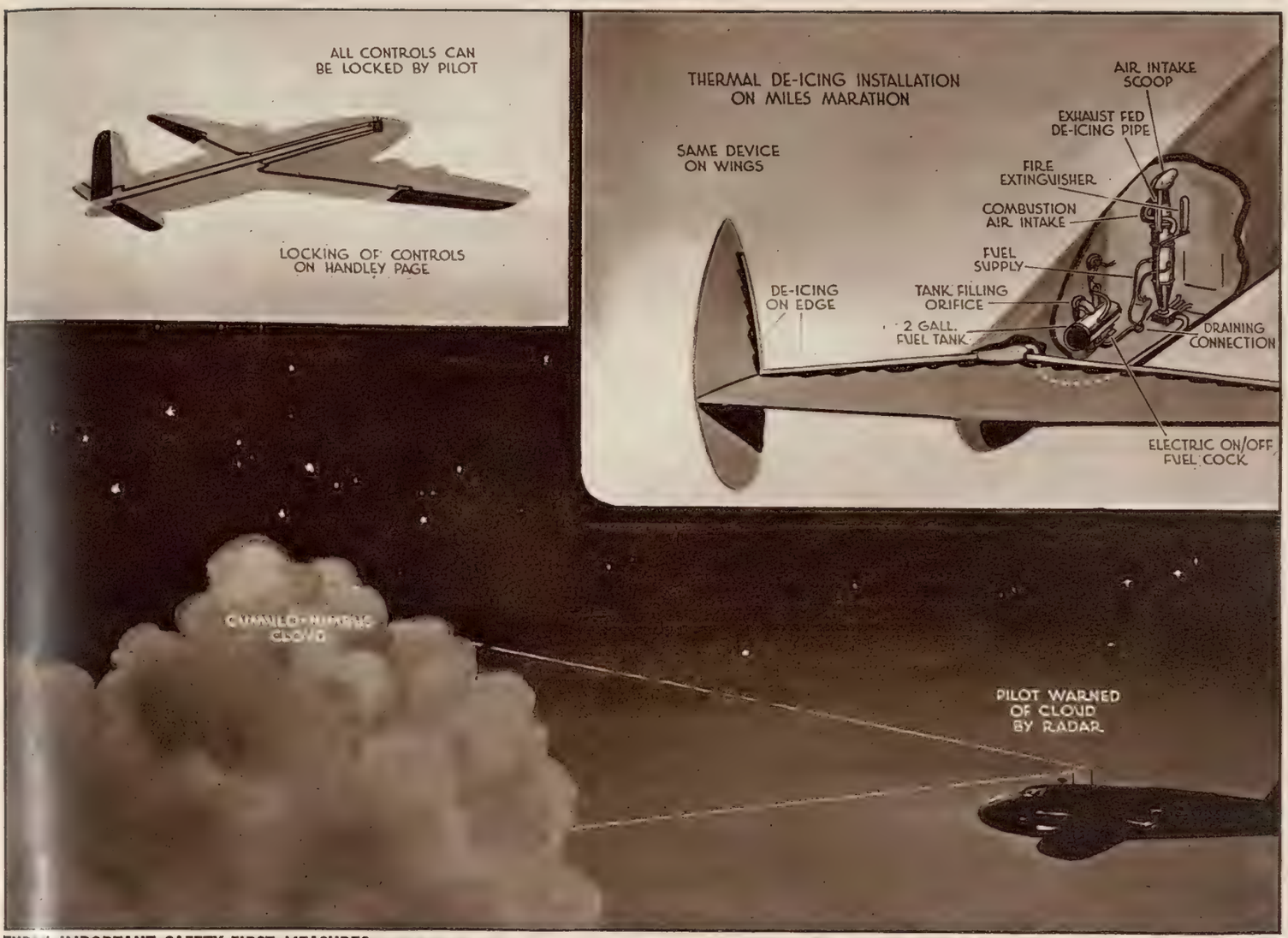
On left—Stansted Mountfitchet, an obscure village on the edge of the Essex flats, may soon be known as London's goods yard of the air. During the war Stansted was an American big-bomber base, and now London Aero and Motor Services, the air-freight concern, have taken it over, together with its excellent housing and communal installations.

As a goods yard of the air, Stansted is conveniently situated only 30 miles along the Cambridge arterial road from London's commercial side. The airport's own transport will be licensed to carry freight to all parts of Britain by road, and it has its own main-line railway siding.

Pilots flying from any part of the world into Stansted will find an airport easy of approach over flat country with runways from 1,500-2,000 yards long. Runways are equipped with sodium flares, and every modern radio aid for blind flying and landing by day and by night is available.

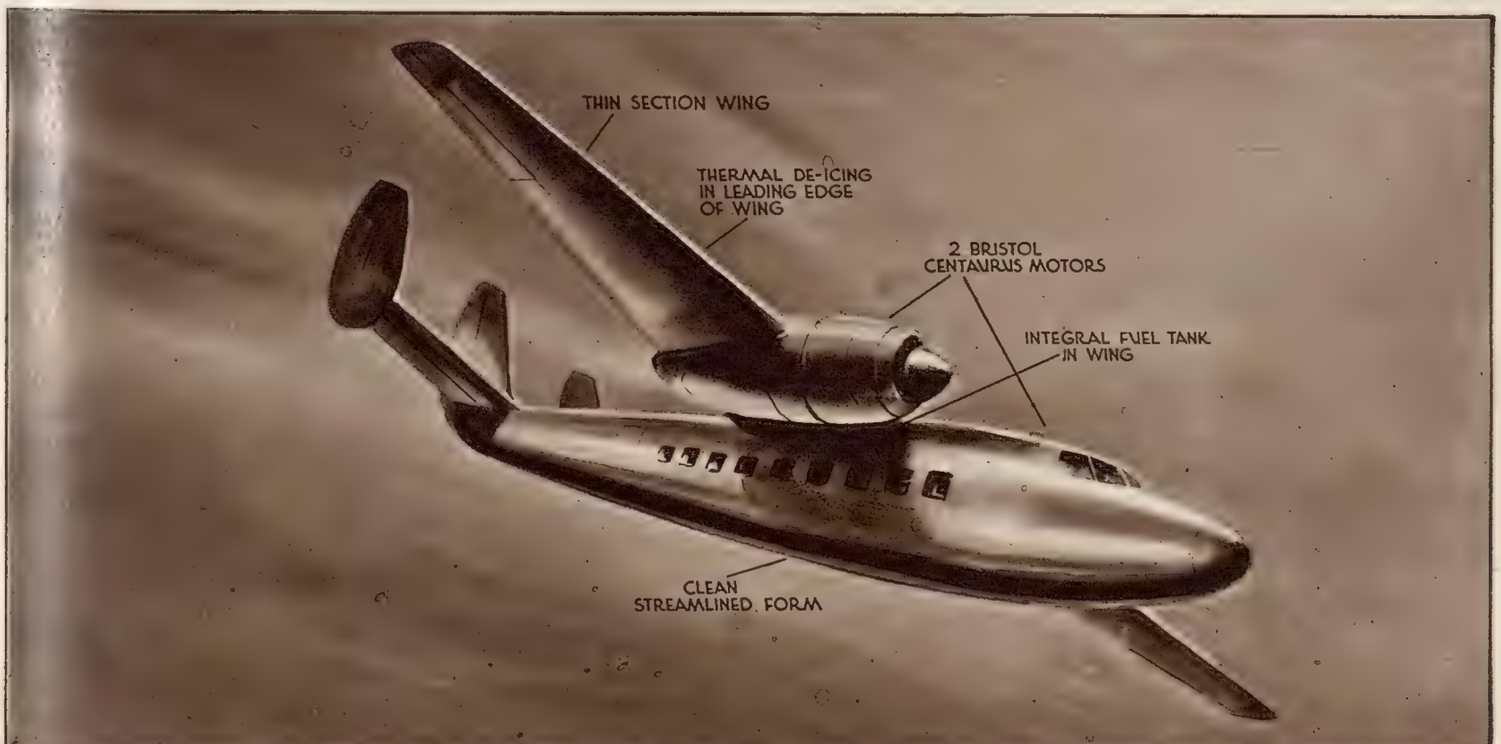
Dispersal-points for at least sixty aircraft are arranged round the four-mile perimeter track.

All the freight aircraft, which are painted in royal blue, are to be named after prominent ports. So far four names have been chosen—Port of London, Port of Marseilles, Port of Oslo and Port of Naples. Air freight in bulk is now regarded as a prime necessity, and it will be interesting to watch the development of Stansted as the first freight-only airport.



THREE IMPORTANT SAFETY-FIRST MEASURES—PLANS WHICH ARE NOW BEING PUT INTO OPERATION ON OUR CIVIL AIRCRAFT: A diagrammatic sketch showing the Handley-Page system of simultaneous control locking, the new thermal de-icing installation in the Miles Marathon, and the radar device used by pilots to obtain warning of hazardous cumulo-nimbus cloud formations—*Drawing by Roland Davies*

The three developments outlined by Mr. Roland Davies in his drawing have all been very much in the news of late as a result of the spate of air crashes which occurred at the turn of the year. The locking device introduced by Handley-Page has, of course, a direct bearing on the Dakota disaster at Copenhagen, in which Prince Gustaf Adolf and Miss Grace Moore lost their lives. This device ensures that all the main flying controls of the aircraft are locked simultaneously by means of a lever mounted on the pilot's control pedestal. This lock is directly connected with the throttle control, so there is absolutely no question of taking off when the controls are in the fixed position. The thermal de-icing installation in the Miles Marathon is also of special interest, and the principle is that heat is directly applied to the wings and tail unit to prevent the formation of dangerous layers of ice. The sketch shows one of the combustion heaters mounted in the rear fuselage of the Marathon. In addition to de-icing the tail unit, it also provides heat for the cabin. The third device illustrated is a radar development which enables pilots to detect the dangerous cumulo-nimbus clouds which may lie in their path, giving them the chance to take avoiding action. "Some of these clouds with their intense vertical currents are capable of destroying a plane," declared Air Marshal Cochrane in a recent lecture before the Royal Aeronautical Society.

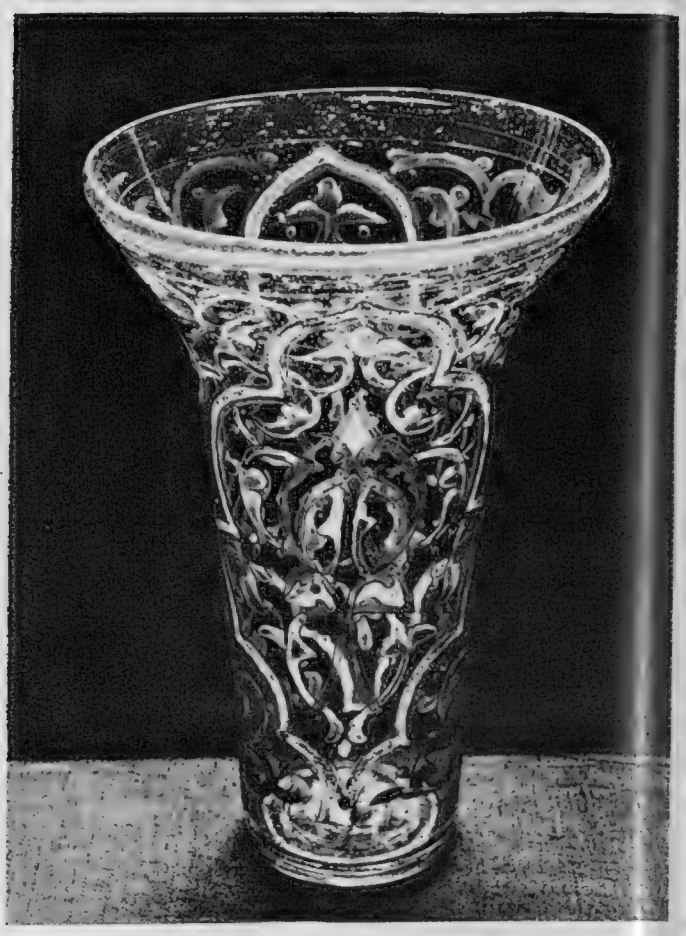


THIS IS THE AIRSPEED AMBASSADOR—THE AS-57, WHICH WILL BE CAPABLE OF FLYING AT LESS THAN A PENNY PER PASSENGER MILE: The prototype of the Ambassador is now nearing completion, and experts who have seen it declare that it is of near-perfect aerodynamic form. The Ambassador will have a cruising speed of 285 m.p.h., and it is powered by two Bristol Centaurus engines driving De Havilland feathering and braking propellers. Each of the root ends of the outer wings forms a 500-gallon integral tank, while there is provision in the centre wing for two separate 300-gallon tanks—*Drawing by Roland Davies*

THE GLORY OF ANTIQUE GLASSWARE

Some Fascinating Exhibits at the Victoria and Albert Museum

THE CASE THAT PROTECTS THE "LUCK OF EDEN HALL": This container of cut and punched leather, a fine example of fifteenth-century workmanship, was made for the safe keeping of the medieval glass goblet known as "Luck of Eden Hall" and now on view once again in the galleries of the Victoria and Albert Museum, where a special exhibition of antique glassware is being held in one of the reopened galleries. The goblet has been for centuries the property of the Musgrave family at Eden Hall, Cumberland, and it is traditionally supposed to be endowed with fortune-bringing properties. The tale is that the butler of the Musgrave family once went to draw water from St. Cuthbert's Well in the garden and found this goblet which had been left by the fairies while they danced. The butler ran off with the goblet, and ever since there has been a tradition that it holds in keeping the good fortune of the Musgrave family. In actual fact it is probable that the goblet was brought back from the Middle East at the time of the Crusades



"IF THAT GLASS EITHER BREAK OR FALL, FAREWELL THE LUCK OF EDEN HALL": The celebrated enamelled drinking-glass, known as the "Luck of Eden Hall," and the subject of a German ballad translated by Longfellow, which is again on view at the Victoria and Albert Museum at its special exhibition of antique glassware. It has been in the Museum's loan collection since 1935, but has been hidden from view since 1939

TREASURES OF ROMAN GLASSWARE: A honey-coloured beaker, and (*on left*) a blue glass bottle, both of the 1st, 2nd or 3rd century

THE ART OF THE SARACENS: This magnificent Mosque lamp, wrought in clear glass, is painted in enamel colours and gold. It dates from the thirteenth century, when the glassblowers of Syria and Egypt attained their greatest period of perfection

The Victoria and Albert Museum is pressing on with the task of opening more galleries to the public, but at the moment the directors still have very limited space at their disposal. This has a certain advantage for the visitor as it leads to the display of only the choicest specimens, and this is particularly so of the glass department treasures which have just been brought back to view in a newly-opened section. This special exhibition of glassware covers the whole history of its development and includes many fascinating items, such as the celebrated Islamic goblet known as the "Luck of Eden Hall." It seems that the Ancient Egyptians were the first to discover how to make glass, but not until Roman Imperial times were glass vessels formed by blowing a bubble of molten glass on the end of a blowpipe. Before then, hollow vessels were made by coiling the sticky, molten glass round a solid core of clay and sand held on an iron bar, the core being subsequently removed. This meant that glass vessels usually had to be small. The glass itself could be stained in many different colours, and the extraordinarily bright effect of these when seen together inevitably suggested comparison between the coloured glass and precious or semi-precious stones. In fact, glass in Ancient Egypt was regarded as a luxury product, aiming at the same kind of effects as jewellery. This idea continued into the time of the Roman Empire, though by then the use of the blowpipe had made molten glass easier to manage. Transparent glass as we know it was handled with consummate skill by the glass-blowers of Syria and Egypt in the early centuries of the Roman Empire. The present exhibition at the Victoria and Albert is also rich in specimens of German and Dutch glassware

BEARING A DIAMOND ENGRAVING OF THE ARMS OF WILLIAM III OF ORANGE AND THE PROVINCES OF THE DUTCH REPUBLIC: This elaborate glass, of German or Dutch origin, has the date 1657. Both Germany and Holland were great glass-making countries in the seventeenth century, and scratching with the diamond was much employed. In the eighteenth century this was succeeded by "stippling"

A GRACEFUL GOBLET WITH BALUSTER STEM AND A WHEEL ENGRAVING OF SHIPS AND TREES: This is another example of seventeenth-century German production and is the work of one of the great Nuremberg glass-makers. The technique of glass-cutting, which was developed from the work of the Court jewellers by Caspar Lehmann, of Prague, was taken to Nuremberg by his pupil, Schwanhardt, and it was he who developed the typical Nuremberg goblet often adorned with landscapes

A ROMAN PORTRAIT MEDALLION: This intricate work in engraved gold leaf is protected by an outer film of colourless transparent glass. It belongs to the fourth century when the Romans still tended to regard glass as a luxury product

EGYPTIAN GLASS OF THE SIXTH CENTURY B.C.: A vase, bottle and jug all of rather similar pattern and revealing the high standard attained at that early period. It was not until the beginning of the Christian era that glassblowing was invented and came to be practised by the Romans

LONDON DURING THE GREAT FREEZE-UP

Personal Impressions of a Record Cold Spell, With All Heating Cut by Government Decree

Described by CHARLES GRAVES

IF anyone had told me in the bitter January of 1940 that the war would not be over for another five years, I should have merely laughed at him. But if anyone in Belgium or Holland had told me in January 1945 after the collapse of the Ardennes offensive that I should be shopping by candlelight in London two years after the war was over, I would have called him a confounded liar and probably would have encouraged his arrest for spreading alarm and despondency. It was natural, as well as quaint, that the shops in Brussels were lit by candles during part of the day, because the front was only 65 miles away. In fact, it was rather fun buying such unheard-of luxuries as rubber sponges there by candlelight. But it has certainly not been funny during the past few weeks to shop by candlelight, or nightlight, in London. It has been particularly unfunny for the shopkeepers, because experts estimate that thousands of pounds' worth of goods have been stolen daily in the dim, irreligious light of the big stores.

Minor inconveniences in the shops included the inability of manicurists and barbers to do their job in the half-light. One hairdresser whom I visited for a friction was distinctly interesting on the subject of the political effect which he thought that the crisis will have. "This is going to affect the women's vote a good deal," he said. "Has it occurred to you, Mr. Graves, that millions of wives have had their husbands at home with them all day while their factories were closed? The average working man, like myself, will go to football matches, or dog racing, or fill in his football coupons when he has finished with his day's work. What is more, he will have had a good substantial meal at the factory canteen. During the past two or three weeks he will have had to be given his midday dinner by his wife, and she will have had quite a lot of opportunities of telling him what she thinks of a Government which has been so busy on its idealistic reforms that it has not safeguarded the interests of the people who put it into power."

It is certainly curious that the very few benefits conceded by the Socialist Government have been aimed much more at the richer members of the community than at any other section of the public. Take, for example, the compulsory reduction in price for all imported wines. Take, too, the millions of tangerines, pineapples, melons, and other fruits which are normally beyond the purchasing power of the masses, and which have provided such a pleasant addition to the fare of those who can afford them.

I am now beginning to regret that I did not carry out my original plan to start a new diary of what I called the "White War" a month ago. Already it would be interesting to look back and see the various promises made and broken by various Ministers; but there is still time to record impressions of minor events while they are still fresh in the memory. Unable to play golf because of the snow, and at first unable to skate because my skates had disappeared, I took agreeable exercise on the lake in Regent's Park, sliding around in my twenty-five-year-old ski boots. Another day I went up to Hampstead Heath, watched the ski-ers enviously, and took part in a series of snowballing contests, which left me stiff for days.

At the Albany Club I met Joe Baksi, wearing the most sensational tie I have ever seen—a hosier's futuristic nightmare based on the dark-blue, maroon and salmon pink of an old Carthusian tie. What chiefly struck me about him (not literally, of course) was his protruding chin and the smallness of his hands. With him was Mr. Jack Solomons, the boxing promoter, whom I had never seen in the flesh before. Mr. Solomons' tie, also bought in New York, was almost as garish as Joe Baksi's.

At the private view of Earl Spencer's collection of masterpieces from Althrop, Queen Mary paid an unexpected visit. In view of her age and the bitter cold, it was further proof of her acute interest in art. Personally, my favourite was an ice-scape by Avercamp, which provides the earliest pictorial treatment of ice hockey now extant.

From Scotland I received an invitation to catch salmon in the Tay. But all the promises of Kapok flying-suits and flasks of whisky could not tempt me to risk being diverted for hours in some snowy siding while the coal trains thundered past. I have also received postcards urging me to go to St. Moritz and Monte Carlo, both of which were very tempting, except that they have been short of snow in Switzerland. Only my insatiable curiosity to see what will happen here on the spot has prevented me from going, so far. Another letter, however, caused me real anger for the moment. It was from a friend of mine who has gone to New York, and now writes to say that things are so hectic there that she would really quite like to come back to England and enjoy "A little quiet austerity. . . ."

The most amusing comment I heard on the situation was that of a middle-aged woman in a No. 17 bus going down Oxford Street. "You know that the Tories are responsible for all this?" she said to her companion. "They have persuaded the Americans to divert the Gulf Stream."

The gloomiest comment was that of Mr. Kingsley Martin, who said that the present period of British discomfort is the equivalent of the phoney war period before the real clash began. The *Evening Standard*, which printed this guest article, was also responsible for a very telling Leader, in which the permanent unpreparedness of this country for extremes of weather was stressed. As the writer said, "It is highly probable that by next June there will be a violent drought."

But even the industrial crisis, with its keen discomfort for all and sundry, cannot overshadow the appalling consequences of Mr. Attlee's decision to scuttle from India next year, though the decision to hand over the Palestine problem to the United Nations has already been largely forgotten.

Reverting to everyday observations during the wintry weather, I have found it astonishing that so many men walk around London without hats on their heads. One would have thought that it would be infallibly storing up sinus trouble for them. The popularity of duffel-coats has also been very marked. No longer do you have to be a Naval type to wear them. They can be bought for 70s., coupon free, in most of the big stores, and it was quite odd to see fat moustached foreigners wearing them. Small children, strangely enough, have looked much warmer than grown-ups. No doubt that is partially due to their extra milk ration. Which brings me back to my original point about the contrast between January 1940 and to-day. This country, as opposed to the Royal Navy and the Merchant Service, was infinitely better off than it is now. The black-out was only slightly worse; there was absolutely no food rationing; gas pressure was full; one could use electricity all day; not a bomb had been dropped on this country; income tax had not been increased; many people thought that the war would be over in six months; the cost of living was still practically pre-war; newspapers had not shrunk to four pages; travelling was comparatively simple, in spite of troop movements; there was no shortage of beer or whisky; above all, we had all the fats we wanted. Do you remember steaks? It is a sobering thought that the aftermath of the present crisis will probably prevent any of us being able to eat a couple of steaks a week for at least five years, unless we go to one of the countries we liberated. . .

One of the few cheering events during the past month has been Mr. Justice Henn Collins's action in showing that English justice still prevails if you can afford to go to the High Court. I refer to the Stevenage affair. As I write, it is also true that no large quantities of people have actually died from the cold as is happening in Germany. But what effect the lack of fuel will have on future mortality rates remains to be seen. Thousands of old people must have had their lives appreciably shortened by the intense cold strain and discomfort of the past month. It would, of course, have been infuriating, after all these discomforts, not to be told that the weather had broken all previous records for sunlessness, frost and snow. When it had finally done so I went out and bought a new pair of skates. Next day (February 23, you will remember) the sun came out, just as I had hoped. In the meantime, I skated rapidly round Regent's Park lake, falling heavily as a result of a large twig embedded and frozen into the top surface of snow. Here it was interesting to see how high the standard of skating has risen as a result of all the indoor rinks, and how many youngsters were playing ice hockey—a game almost entirely unknown in the south before General Critchley imported Canadian players to this country.

For those of us who work at home in old-fashioned houses, the lack of electricity for five hours a day has been a great hindrance. I only wish I could have taken a photograph of my secretary as she typed by the light of five candles. The scene looked more like the reason for any good Irish Wake. Last night, as she left the house, she placed a type-written note on the desk in my study. Here it is:

THOUGHT FOR TO-DAY.

The little money I have is at the mercy of income tax, super tax, purchase tax, tobacco tax, and any other tax that can be invented. It is also firmly requested by every institution, charity, hospital, church, beggar, pedlar, black market and private enterprise in the town, county and country. I am hounded, boycotted, forbidden, badgered, degraded, instructed, demanded, penalised, threatened, ordered, chased, sworn at, laughed at, and lectured to by the voice of austerity until I am dizzy. I am told to eat less, drink less, smoke less, spend less, talk less, grumble less, work less, and go on my way with a smile turning off lights, gas, taps, cookers, geysers and heaters in order to be permanently cold in total darkness.

The only reason I go on living is to see what is going to happen next.

"ABBEY 7000" WAS THE PREVAILING CRY: Officials of the Ministry of Fuel and Power answering 'phone calls which poured in upon them during the first days of the fuel crisis. A large majority of the callers were industrialists wishing to check up on the position of their particular firms in relation to the power cuts. To cope with the situation, the Ministry set up a committee of experts capable of handling the many and varied enquiries

GREATCOATS WILL BE WORN! Members of the Executive Committee of the Army Council during a recent meeting under fuel crisis conditions. In the centre of the table was a paraffin lamp, and several candles also added gaiety to the scene. Reading clockwise round the table are Major-General Roberts (Acting Adjutant-General), General Sir Daril Watson (Quartermaster-General), Sir Eric Speed (Permanent Under-Secretary), Lieut.-General Simpson (Deputy Chief of the Imperial General Staff), Brigadier Favill, and Mr. C. L. Bayne

THE WAR ON THE DRIFTS—PREPARING THE JETS FOR ACTION ON A WELSH RAILWAY: Men engaged in fitting the jet units to the rear of a wagon on a snow-encrusted stretch of line near Brecon. The jets were in the charge of Flight-Lieut. Walton, D.F.C., and as they passed down the track huge chunks of snow from rails and sleepers were hurled high into the air

THE GAS TURBINES, ACTING LIKE GIANT BLOW-LAMPS, EAT THEIR WAY THROUGH THE SNOW: As the truck advances down the line, lumps of snow are hurled skyward and the permanent-way is once more ready for traffic. This experiment in the hills of South Wales was the last of a series of exhaustive tests which have clearly proved the effectiveness of the jets in this role

AN EXPERIMENT WITH JETS to Clear Away the Snow-drifts

In the North Country and in South Wales the snow-drifts held up so many mineral trains that something had to be devised speedily to clear the tracks. The first experiments were made with flame-throwers, and they proved a disastrous failure, burning up the sleepers and doing a great deal of damage to installations along the line.

The Ministry of Supply's National Turbine Establishment at Whetstone, near Leicester, then suggested the use of jets, pointing out that they would have exactly the same action as giant blow-lamps. The first experiment was tried out on a branch of the L.N.E.R. near Grantham, and the two turbo-jet engines mounted side by side on a railway truck did an excellent job of work clearing the permanent-way for trainloads of iron ore which had been held up.

Since then further successful experiments have been tried, including the mounting of the jets on swivels, and the pictures on this page were taken during a successful piece of line-clearance in South Wales by Flight-Lieut. Walton, D.F.C., who efficiently operated two jet units among the drifts on the Glamorgan-Monmouth border.

New Lamps and Old

The BEST and the WORST of TROLLOPE

An Author's Heights and Depths Provide an Interesting Study By JOHN GORE

THE BEST AND THE WORST.—I admire the Oxford University Press (World's Classics) Edition of Trollope. In size and print and general finish, it is as good as can be—the perfect book to slip into your pocket for a journey (and to return to the shelf at journey's end).

One by one this edition of Trollope grows, and will, I assume, be one day a complete edition. In Trollope's *Autobiography* he listed forty-four novels or collections of tales, and his son added about a dozen more published or written after the date of the *writing* of the autobiography. Therefore the O.U.P. edition, if complete, will one day include fifty-five or more works of fiction only, very many of them in two volumes. The whole of Trollope, including biography and travel, would in this edition fall not far short of 100 volumes. I should like to live to possess it and to read it twice through. I have, indeed, already read every novel which Trollope published, and which is still obtainable, at least three times. The other day I was lucky enough to acquire a nicely produced American edition of twenty selected Trollopes in forty-two volumes, published in 1922. I did not know of its existence before I found it. I did not quarrel with the selection save in one choice—*John Caldigate*. I note that this novel is next on the O.U.P. publication list (by now, I think, already published ?), and if it is the O.U.P.'s intention to publish the lot the order is no great matter. Otherwise, I should say that *John Caldigate* would be about the last choice. It was published originally in 1879 and sold for £1,800. Trollope, I think, makes no other reference to it in the *Autobiography*. Tastes differ and all are said to be good. My own opinion classes it as the worst Trollope ever wrote and one of the worst novels in construction, characterisation and technique ever printed. And that is the more odd because the very next year (1880) Trollope published *The Duke's Children*, which almost all critics would agree contains some of his finest scenes and examples of inspiration, and which many would judge to reveal the acme of his powers and technique.

He certainly had not finally lost his grip in 1879.

Unfair Criticism.—An author's heights and depths provide always an interesting study and theme for discussion. When these records fall in the same period of his career, they are the more interesting.

No man keeps a steady level of competence in his craft. He has his lapses, his days off or his months off. He tires or stales or falls ill—and recovers his form. If he be a very stern self-critic (like George Moore), he hides or destroys his failures and publishes only what (in his view) will not injure his reputation.

Trollope wrote, and released far too quickly, too much, and he was not a very acute, though an honest, critic of his own work. Criticism is the fate, the lot and the right of every author. Trollope has had a deal of it of late. All is fair in criticism, *so long as* the critic puts himself into the skin, and comprehends the standards and tastes, of readers *alive when the work was published*. When, the other day, Professor Abercrombie threw his nasty bomb into the camp of Trollope-fans concerning *Orley Farm*, he neglected this condition. He quoted some of Trollope's meanderings, his "feeble literary tags," slipshod writing, his "disgusting apparatus of narration," his puppet-movement tricks; and he concluded: "What filthy drivel!"

To jump on slipshod writing is fair enough.

The literary tag, the puppet-movement tricks, are by no means so fairly trounced. Thackeray was a worse offender; Scott (whom the Professor has recently "discovered") could out-do Trollope in long-winded devices. What Professor Abercrombie forgets—and it is vital in literary criticism—is that in 1870-80 not only the conventions but the technique of fictional narration differed from those of to-day as chalk from cheese. The conditions differed also. Serial publication, then common, required a different technique. Life went slower. Readers had much more leisure. "Puppet-shows" were popular and realism by no means insisted on. Defoe and Jane Austen, in their different ages and ways, were generations ahead of their time.

It is just as crass to condemn Trollope's conventions out of hand (and so to damn him) as to ridicule the Elizabethans because they wore "absurd" clothes or knew not the joys of wireless and atom bombs. (Which young women biographers of our day, in their zest to debunk our forefathers, so often do, and so lamentably.) Novelists in Britain were still tentatively experimenting, even in the middle of the great Victorian Age. In that great and prolific epoch of fiction they still apologised for realism, still often assured their readers that "it 's only a story," that their characters were puppets pulled by the author's strings, which convention did not yet generally suffer to be camouflaged. And still in that epoch it was not entirely banal to employ literary tags or to describe a débutante as a "fair English blush-rose." Indeed, the Victorian drawing-room accepted the phrase as pretty, apt and neat.

Trollope's worst and best, therefore, cannot, and must not, be assessed by such criteria. There are plenty of eternal and unalterable criteria by which to judge and condemn or to applaud.

Shakespeare to Wit.—Shakespeare himself is the *locus classicus* for the author's powers of boxing the compass, of reaching the highest and falling to the lowest levels. Indeed, that facility of his is the strongest argument in the hands of anti-Baconians. Bacon could never have fallen to such depths.

Allowing for the way in which Shakespeare worked, often as an itinerary tinker of other and feeble men's wares, swiftly, carelessly and even cynically; allowing also for the corruptions in his own texts, the pirating and the pilfering, the errors of the Jacobean printers, the gulf which separates his best from his worst is still unmatched.

And bathos is the lot of almost every great English writer in any form. Byron was not exempt, Tennyson abounded in it, among the poets. Some of our novelists were so unlevel that almost they can be regarded as one-book men — Shorthouse and Blackmore, among the number. Among the more modern who won reputation, Arnold Bennett shows many lapses, Walpole was 60 per cent. sheer shoddy, Barrie was sometimes deplorable. But it remains to say that genius (a very rare bird) is allowed (indeed, expected) to be erratic. What is the prime cause of such lapses from an attained standard? Ill-health and the decline of powers with old age no doubt play their part. A literary man's career is usually a curved line. He rises from immaturity by practice and pains to competence or excellence, and may expect towards the end to decline in inspiration and also in the power to detect and correct lapses. But it may be remarked that William de Morgan "commenced author" in old age and turned out a string of competent novels as a septuagenarian.

I should judge that undue speed and overwriting were the two main causes, and George Moore and Max Beerbohm may be cited in support. These two men have never written too much; Max all too little, Moore a great deal, but all of it revised and revised again. There are fewer lapses in the work of these two than in that of the majority of their contemporary peers. The surest craftsman is a severe judge of his own powers.

INSPIRATION FOR A HOLLYWOOD FILM-SET: This is Holland Park Mews, London, which has been selected by representatives of 20th Century-Fox as the best example of a London mews with outside staircases up to the living quarters, and is being copied in the preparation of the sets for the film version of Margery Sharp's successful novel "Britannia Mews." The hunt for a suitable mews began with a letter to the Press which drew 300 replies, and as a result of the information received, no fewer than fifty mews with the prescribed outside staircases were duly visited and inspected. After Holland Park Mews had been adjudicated the most typical, it was photographed and the prints are now being forwarded to Hollywood. One correspondent, referring to Miss Sharp's novel, expressed surprise that she had not introduced a goat into her *Britannia Mews*, and pointed out that goats were a recognised feature of London mews in the horse-and-carriage days, the reason apparently being that the smell of the goats kept away rats

On left—**THE YEARS ARE ROLLED BACK AT WEST ORANGE, NEW JERSEY: Charles E. Edison, son of Thomas Alva Edison, the great inventor, and Mrs. Edison, the inventor's widow, standing beside Edison's roll-top desk which had been sealed since his death sixteen years ago and was re-opened for the first time last month.** The opening of the desk revealed nothing of importance at first glance, but the documents are in the hands of experts and are being carefully scrutinised. Among the odds and ends in the desk were a bottle of mouth-wash and some stomach mints. In over fifty years as an inventor Edison took out well over 1,000 patents, and it is remarkable how practical he was in all he essayed, encouraging others to develop what he himself had begun. He will be remembered best for his perfection of electric lighting systems and his invention of the phonograph

FOUR YOUNG STARS OF STAGE AND FILM

A YOUNG PIANIST FROM TEL-AVIV AT THE ROYAL OPERA HOUSE, COVENT GARDEN: Pnina Salzman recently gave her first pianoforte concert in London. Although she is only twenty-three years old, Miss Salzman more than held the stage at Covent Garden. She displayed considerable virtuosity in playing Liszt's Sonata in B Minor and, later, delighted the audience with her rendering of Schumann's "Carnaval"

ANOTHER AMERICAN COMEDY FOR THE ENGLISH STAGE: Peter Cotes directing a rehearsal of Philip Barry's "Animal Kingdom" at the St. James's Theatre. The young producer of *Pick-up Girl*, who is seated at the left of the picture, has assembled a strong cast including Elizabeth Allen, Renée Asherson and Frank Lawton for his production of *Animal Kingdom*. This is the satirical, society comedy which was a great success on the American stage and which provided the late Leslie Howard with one of his earlier film successes in 1932, when he co-starred with Ann Harding and Myrna Loy

TWO WEEKS' ACTING EXPERIENCE MAKES A FILM-STAR: Norma Simpson is to play a lead in the film of "Brighton Rock." A pretty, seventeen-year-old London girl has been chosen from more than 3,000 applicants to star in the film that is being made from Graham Greene's best-selling novel about the race-gangs. She had been acting for only two weeks with the Worthing Repertory Company, when she was given her big opportunity to play a leading rôle in a major British picture

EILEEN HERLIE COMES TO THE WEST END: The beautiful young actress repeats the brilliant success she made at the Lyric Theatre, Hammersmith. Last September, Jean Cocteau's play, *The Eagle Has Two Heads*, was produced at the Lyric Theatre, Hammersmith. For her performance as the queen, Eileen Herlie was at once acclaimed one of our leading dramatic actresses. The play has now been transferred to the Haymarket Theatre, and Miss Herlie has been given a seven-year, £60,000 contract with Sir Alexander Korda

The World of Books—By VERNON FANE

AND NOW WE HAVE EXISTENTIALISM

It May be a Dingy Philosophy, but It has Produced at Least Two Remarkable Writers

EXISTENTIALISM has always appeared to me as the dingiest and least hopeful of the philosophies, although I must admit that two of its exponents have proved themselves remarkable writers. M. Jean-Paul Sartre, whose first novel I read this week, is, with M. Camus, the titular leader of the movement, or trend of thought. His play, *Vicious Circle*, has been produced here, and in Paris and New York in the past year with resulting applause, astonishment and criticism. The theme, of three lost souls finding their individual hells, was provocative rather than cheery, and that observation applies, too, to THE AGE OF REASON (Hamish Hamilton. 10s.).

But there is a great deal more to it than that. Although I started reading the book with misgivings and even with reluctance, it soon became apparent that this was a work of real importance, [real power and startling sincerity. The scene is Paris, just before the war, and the *milieu* is its night clubs, cafés, picture galleries and apartments. The characters are a varied collection; a girl student drawn from the Russian aristocracy, her brother who has thieving proclivities, an excessively handsome man with a fatal aptitude for making and enjoying mischief, a woman who wants to bear her lover's child, a Communist, an intellectual and a fair number of sexual perverts.

All these characters have one thing in common, and that is their youth. They are all living at an age when their personal relationships with each other seem of desperate importance, and when their individual purposes in life are still barely formulated. Politically, they are either unaware or groping for a creed. The tremendous events and warning shadows of the Spanish War and Munich are around them, and it is particularly interesting to find that the present book is the first volume of an intended trilogy.

The translation by Mr. Eric Sutton from the French is faultless.

I am not at all sure whether the publishers have our best interests at heart in producing, during this particularly dark month of physical hardships, a book which deals in the most exquisite and luscious detail with the fine art of cooking. It is just possible to discern a plot in HIGH BONNET (Heinemann. 6s.), but I think that you will find, as I did, that the love life of the young Frenchman from Provence, Jean-Marie, whose girl jilts him for the son of a rich man is insignificant beside the tale of his epicurean adventures.

Mr. Idwal Jones writes with affectionate care of these exploits, as well he may, since he is himself a distinguished amateur chef. The pages are filled with enticing, mouth-watering descriptions of the preparation and creation of wonderful meals, which will fill the gourmet with delight, but which will prove almost painfully nostalgic in this land of stark culinary austerity. Both Jean-Marie, the masters under whom he learns and even the waiters, who are acolytes in the religion of food, approach their work with the greatest seriousness.

The book is recommended by the Book Society. It should have been recommended by the Wine and Food Society.

HIMALAYAN VIEW (Bles. 8s. 6d.) is a novel written with such a profound understanding of what the life of the Anglo-Indian may be, that it should put undiscriminating travellers off going to India for years to come. Susan Gillespie has written several novels with this background, but none more authentic in mood or brilliant in characterisation than this. The cumulative effect of the book, though, is not brilliant but muted, for the writer achieves her effects with a subtlety that perfectly conveys the tedium, semi-poverty and social restrictions of a half-English, half-Eurasian family spending the summer at a hill resort.

The family consists of the Major who professes a passionate love for all things Scottish; his son by an Indian woman; his second wife, Rosalie, apathetic and once pretty, and her two daughters. To this difficult and unsettled household comes a cousin of Rosalie's, who is shocked at her passive acceptance of an unsatisfactory life, and tries to persuade her to return home with her daughters.

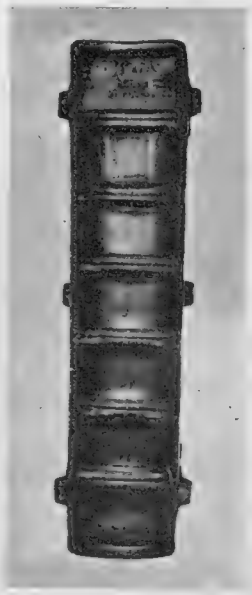
His arguments seem hopeless until the young half-brother takes matters into his own hands, and in one violent stroke resolves the family's future. It is a grim story, but Susan Gillespie is to be congratulated on the fidelity with which she draws her scene.

Just as poets achieve such graceful and lively prose, painters seem to have their own aptitude for the written word. Perhaps it is a training in the sense of forms and of balance, or perhaps it is just an extra gift to talents that are already well dowered. Whatever it is, Mr. Edward Seago possesses it, and his books of country, travel and war memoirs always have the double interest of fresh and vivid text, and illustrations which are something more than in key with the subject.

A CANVAS TO COVER (Collins. 15s.) expresses the artist's feelings and emotional reactions to the beauty of the countryside, in words and in paint. He quotes Bryant's words: "To him who in the love of Nature holds communion with her visible forms, she speaks a various language," and it is that language in both mediums that you will find in this charming book.

The thriller of the week is unquestionably Mr. Jonathan Stagge's story, DEATH'S OLD SWEET SONG (Michael Joseph. 9s. 6d.), which opens with one of the most forbidding picnics ever described in detective or any other form of fiction, and ends in a welter of gore and general terror. In between that beginning and that end, there is a very substantial and well-planned middle of red herrings and real clues, all plotted to the tune of "Green Grow the Rushes-O," as sung in all its dismal verses by a singularly likeable child called Dawn.

THE HAZARD MESH (Hurst and Blackett. 12s. 6d.) is a book of war memoirs, written with considerable freshness and vigour by a naval officer who belonged to a special unit working alongside the Allied Armies during the Normandy landings. Lieutenant-Commander J. A. C. Hughill's adventures varied from the fantastic to the funny, but all had the common denominator of danger. It may have been typical of him to answer a belligerent German's "Heil Hitler!" with a "Hey nonny-no," but his exploits showed exceptional courage.



THE GUTENBURG BIBLE: It is one of only three surviving copies which retain an original binding executed at Mainz

THE FIRST ISSUE OF THE FIRST EDITION OF THE BIBLE, AND THE FIRST BOOK PRINTED WITH MOVABLE METAL TYPES: One of the beautifully designed pages of the celebrated Gutenburg Bible which is to be sold at Sotheby's on March 11 together with other important books from the Dyson Perrins collection. This example, which is in very fine condition, is the only one in England still in private hands. The Bible was printed about the year 1455, nine years after Gutenburg returned to Mainz and received the financial assistance of the goldsmith, Johann Fust, in the development of movable type and the general art of printing. The value of the book is enhanced because it has the original Mainz binding of brown calf over wooden boards

MR. STEEGMULLER'S SATIRE

And Other Shorter Reviews from the Latest Publishers' Lists

Francis Steegmuller is a writer of some experience with several works to his credit, including a critical study of Flaubert and Madame Bovary, but in STATES OF GRACE (Collins. 8s. 6d.) his undoubted satirical skill is found wanting, perhaps because his occasionally barbed shafts have little foundation in reality. Mr. Steegmuller's wit, indeed, whenever it manifests itself, is expended upon an unbecoming theme, and some may feel that the way in which he holds up to ridicule an American church community in Egypt is downright bad taste. Most of the characters in this strange book are largely unreal, particularly the dragonesque sister of a New England bishop who dominates so massively the church of St. Patrick but in whose existence the reader will possibly find it difficult to believe. Some of the others are even less credible, and the final dénouement, when the pastor of St. Patrick's bribes the Mother-General of the Order of Our Lady of Limerick to take the bishop's sister away to a nunnery for a year, borders on the fantastic. Mr. Steegmuller declares that this novel "expresses the *joie de vivre* and the *elan vital* that returns to a writer when he emerges from a period of wartime employment in a series of governmental agencies." Others may consider that it has more the aspect of a sudden dive into very shallow and rather muddy literary waters.

When Britain at length returned to liberate Malaya, she found, after the first rejoicings, a country torn with dissension, and the Malayan Communist Party exploiting the situation resulting from the dire shortage of food and transport. To-day the prospects for Malaya are brighter. A Malayan union is coming into being, and it may be that the nine great States will be welded successfully into a new nation in which Chinese and Indians, who have an important commercial stake in the country, will also achieve the rights of citizenship.

All this is in the future, but to understand Malaya it is well to delve both into long-past history and into the immediate past. In both these connections the reader could have no more experienced or enthralling guide than Rene Onraet, formerly Inspector-General of Police, Straits Settlements, who in SINGAPORE—A POLICE BACKGROUND (Dorothy Crisp. 12s. 6d.) marshals his facts with skill and presents them in most readable form. This book, more general in scope than its title first suggests, is revealing in the details it gives of the Malayan Communist Party, whose activities might have produced the same tragic set of circumstances which have since confronted the Dutch in Indonesia and the French in Indo-China. The author also has much that is illuminating to contribute on the question of opium addiction, showing to what a tragic extent it has become rooted among the Malayan people—and, indeed, also in Malaya's economy.

Britain may no longer be defended by her wooden walls, but she has never been in greater need of timber than she is to-day. Much of that timber is softwood for housing construction, which comes from oversea, but even so our own native timbers play a vital part in the national economy, and the preservation and cultivation of Britain's forests is of prime importance. W. H. Rowe, an acknowledged expert on the subject, surveys the whole question in his new book, OUR FORESTS (Faber and Faber. 12s. 6d.), showing the vital need for planning, and outlining the advantage of local management committees to control areas of which they have specialised knowledge. Apart from general forestry questions, the author also provides a section on British trees, outlining their characteristics of growth and their varying degrees of usefulness.

Another valuable book for the countryman is BIRD LIFE IN TWO DELTAS (Faber and Faber. 15s.), by G. K. Yeates. This well-produced book, with its magnificent photographs, is the product of visits to the estuaries of the Guadalquiver and the Rhone. Some of the pictures of birds nesting reach a very high standard and, without doubt, demanded an immensity of patience on the part of the author-photographer.

Two new novels are THE TWINS (Cresset Press. 9s. 6d.), by Bernard Glemser, a well-told story of family life and already a best-seller, and RUSSIAN SYMPHONY (Hutchinson. 9s. 6d.), by Guy Adams, the far-from-commonplace love-story of a Russian soldier and a French actress.

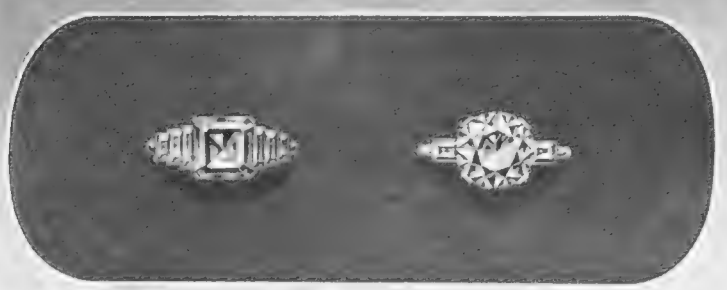
Two reprints worth noting, both from the "Connoisseur's Library of Strange Fiction," are THE PLACE OF THE LION, by Charles Williams (Gollancz. 7s. 6d.) and MEDUSA, by E. H. Visiak (Gollancz. 7s. 6d.).

FORD AT WAR, by Hilary St. George Saunders, is a description of all that this great organisation achieved at their British factories on behalf of the Allied cause. The paintings by Helen McKie are first-rate, and the whole book, beautifully presented, is a worthy record of a mighty and sustained effort.

The

ENGAGEMENT

is announced



Diamonds Emeralds Sapphires

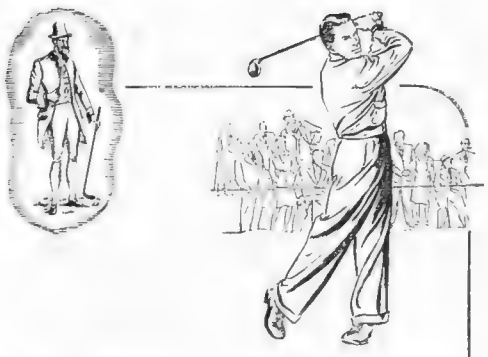
of the world-famed Mappin Quality

MAPPIN AND WEBB

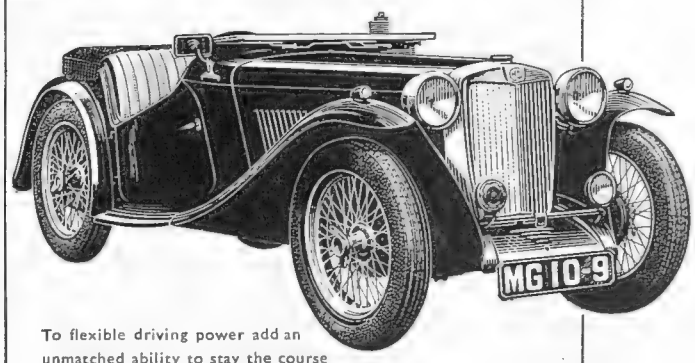
LONDON SHOWROOMS: LIMITED

2 QUEEN VICTORIA ST., E.C.4 172 REGENT ST., W.1 156-162 OXFORD ST., W.1

BUENOS AIRES RIO DE JANEIRO JOHANNESBURG BOMBAY PARIS BIARRITZ



MG *Maintaining the Breed*



To flexible driving power add an unmatched ability to stay the course and you get the stuff that champions are made of! In such a class is the MG Midget, T.C. series. Hearty, lively power, with as instant a response to braking as to acceleration are its bred-in-the-bone characteristics. Safety Fast!

Price £412. 10. 0 ex Works
(plus Purchase Tax £115. 6. 8)

Safety fast!

THE MG CAR COMPANY LTD., ABINGDON-ON-THAMES

Haig

NO FINER WHISKY

GOES INTO ANY BOTTLE

You can rely on Aquascutum

Aquascutum raincoats, tested and proved in English weather, have been world-famous for nearly a century. They are perfectly cut and tailored and thoroughly dependable. There's an Aquascutum coat for every outdoor occasion.

Aquascutum

100 Regent St., W.1. Regent 4114

Aquascutum Coats are also available in your town.

March

March is a month for quarterly payments. Many payments occur regularly and are usually fixed in amount—rent, insurance premiums, subscriptions, transfers from your own account to those of your family or dependants. The Bank can save you the trouble of dealing with such payments and the inconvenience which follows if they are overlooked. It will do your 'remembering' for you. Every month the Midland Bank makes thousands of such payments, ranging in amount from a few shillings to hundreds of pounds, the customers' instructions being known as "standing orders".

MIDLAND BANK LIMITED

paris ROGER & GALLET london

fine cosmetics

JACOB'S

water biscuits

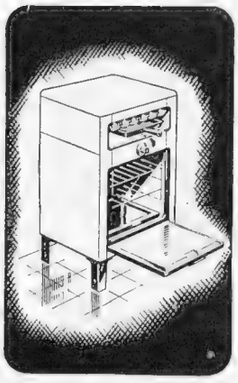
RICARLO · THE KING OF APERITIFS · RICARLO

bon appétit!

Ricarlo neat or with gin is a favourite aperitif in West End Bars, Hotels & Restaurants. Also from Wine Merchants Off-licences & Stores

(RICARLO)

RICARLO APERITIF RICARLO APERITIF



"I was lucky to get a Parkinson—with the DROP DOOR. I find it such a help . . ."

PARKINSON

GAS COOKERS

The "RENOWN" first with all FEATURES, including "Ajusto" Automatic Oven Heat Control, unique Safety Tap design, ample Hotplate, maximum Oven capacity—and the exclusive Parkinson Drop Door.

THE PARKINSON STOVE CO. LTD., BIRMINGHAM, 9

JBA

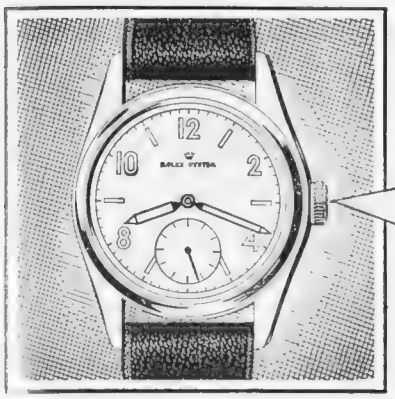
The Rolex Oyster again comes to England

THE OYSTER, pride of the Rolex Company of Geneva and first waterproof watch in the world, will soon be arriving from Switzerland in small quantities. The thousands who bought Oysters before and during the war know that this is a watch that, for all its elegance of design, is as strong and unfailingly accurate as a ship's chronometer—a watch as right for the drawing-room as for the golf course. The Rolex Oyster in stainless steel is a prized possession.

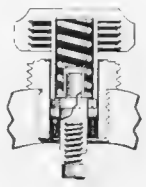
ANOTHER MEMBER of the Rolex family, the Tudor, also in stainless steel, is being imported in small but increasing quantities. The Tudor is the perfect watch for those who want a genuine Swiss movement at a lower price. It is manufactured under strict Rolex supervision, and every watch bears the Rolex label of guarantee, proof positive of its reliability.

QUANTITIES are still very small in proportion to the demand, but the next few months will add both to the number of watches and the variety of models. Meanwhile, leading jewellers *do* have Rolex watches, and may be able to satisfy your long-felt desire to own one of the finest watches ever made in Switzerland.

ROLEX, creators of the *first* wrist chronometer (1914) and the *first* waterproof watch, also presented the *first* self-winding and the *first* calendar watches—neither of them yet available in Britain.



The waterproof crown was patented in 1926. To wind the watch, unscrew the crown—which automatically springs up and out. The watch can now be wound and the hands set.



When the crown is closed, two metallic surfaces are pressed tightly against one another, thus ensuring the permanent, hermetic sealing of the case.

ROLEX

WRIST CHRONOMETERS

The Rolex Watch Co. Ltd., 1 Green Street, Mayfair, London, W.1

For over half a century

STATE EXPRESS 555

have maintained their reputation as the best cigarettes in the world

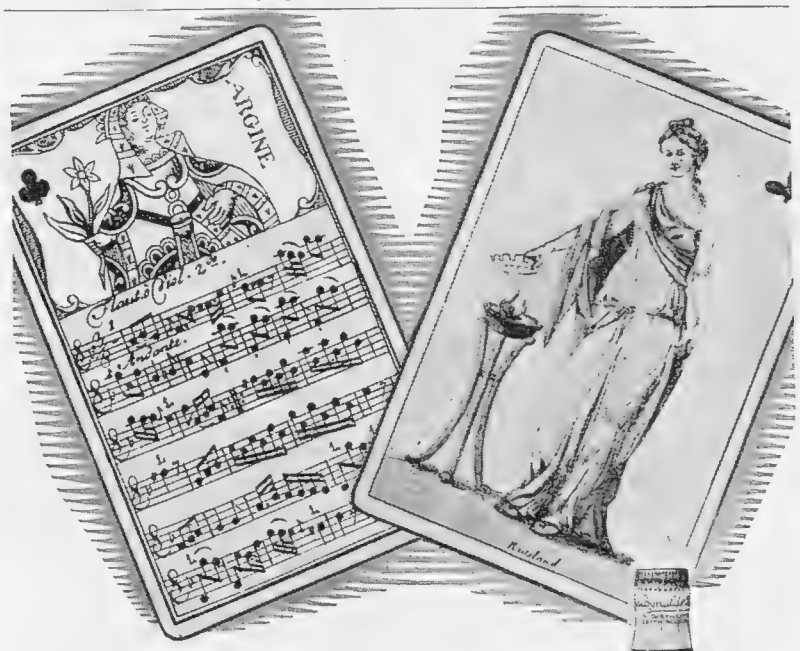
BY APPOINTMENT TO H.M. KING GEORGE VI STATE EXPRESS CIGARETTES

Export Packing

FROM the remote islands of the Outer Hebrides comes the unique Harris Tweed that perpetuates the traditional craftsmanship of the crofters.
To be sure that the tweed you buy *is* Harris Tweed, always look for the Trade Mark on the cloth or the label on the garment.

Issued by THE HARRIS TWEED ASSOCIATION LIMITED

Playing card QUEEN: series No. 6



The Queen of Clubs was like this in 1800 . . . .

Extract from a musical score on the face of an early 19th century Queen of Clubs.

and like this in 1815 . . . .

In a pack of 1815 the Queens were national figures representing Austria, Russia, Prussia, and Great Britain—the parties of the Grand Alliance.

HIGHLAND QUEEN

GRAND LIQUEUR SCOTCH WHISKY

never changes . . .

MACDONALD & MUIR LTD. Distillers, **LEITH, SCOTLAND**

Dry rot is a menace

Its prevention and cure has always been of high priority, but the existing shortage of timber makes the need for Solignum imperative. For over 40 years Solignum has been used for the protection of woodwork against dry-rot and decay. It destroys the dry-rot fungus wherever Solignum is brought into contact and also gives complete immunity against attack.

Solignum is also used all over the world for the protection of timber against attack by white ant, wood-borers and other destructive insects. But it must be Solignum—applied by brush coating, spray-guns or by dipping.

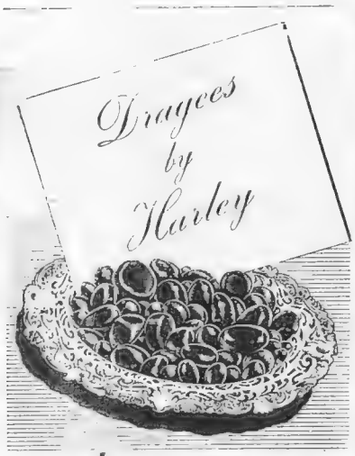
SOLIGNUM LTD., Donington Hse., Norfolk St., Strand, W.C.2

WOOD SOLIGNUM PRESERVATIVE

PRINTED FOR THE BREWERS' SOCIETY

"The noble art of venerie", as hunting was called in Elizabeth's day, sprang of course from the need of primitive man to feed and protect himself. It was not until 1725 that the first pack of hounds — the Hertfordshire — was formed solely for hunting the fox. From that came the grand tradition of the shires and hunting pink, and of the Fell country, too, where the farmers still hunt the fox on foot as John Peel did in our grandfathers' day. No wonder that for more than two centuries, it has been the custom for hounds to meet outside the village inn — centre of so much that is traditional and colourful and rooted in our national life.

Illustration specially drawn by Mervyn Peake



Imagine whole grilled almonds, whole toasted hazel nuts, almond brittle —in fact, all the most delicious centres you can think of. Now coat them with rich smooth chocolate and there you have them . . . those irresistible Harley Dragees

harley

4/- per lb. at all good confectioners and stores *when available*

CHOCOLATE DRAGEES

A PRODUCT OF
J. H. NEWMAN & CO. LTD., BAKER STREET, LONDON, W.1

SUPERLATIVE QUALITY AND DESIGN

IN NORMAL TIMES THE BEST SHOPS HAVE THE VALSTAR "777" RAINCOAT — SUPPLIES NOW, HOWEVER, ARE STRICTLY LIMITED

VALSTAR LTD.,
SALFORD 6, Lancs.
Also at 314 Regent St., London, W.1

Well balanced!

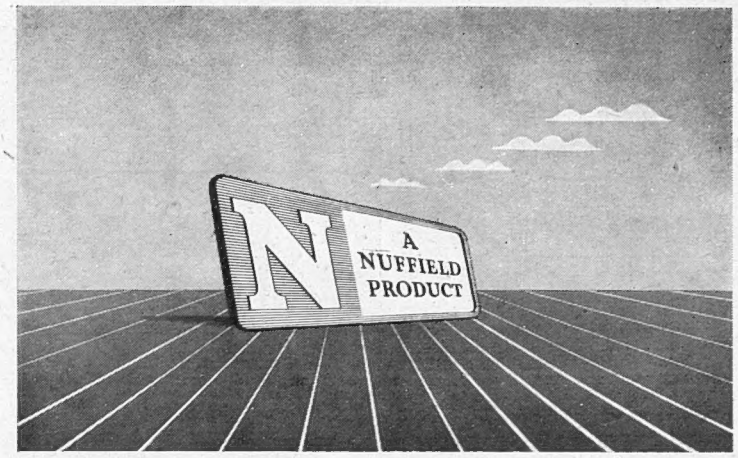
Perfectly balanced, and blended with extra care to give extra pleasure to Virginia smokers who can appreciate distinction, Escudos are very good cigarettes indeed. Rather bigger than normal—and very much better.

COPE'S

Escudo

CIGARETTES

20 for 2/6



The NUFFIELD ORGANISATION *and your new car*

The race for production grows faster and more furious. Materials remain in short supply, and workers only recently released from the Forces, have still to be rehabilitated and retrained.

But no matter how clamorous the demand, one thing the Nuffield Organisation and its component firms will not tolerate is any lowering of the quality of their products. The most exacting standards of accuracy are insisted upon, so that while every effort is being made to increase production and cut down delivery delays, the Nuffield product when it gets on the road *will give its owner full value for his money.*

The Nuffield Organisation made its millionth car as long ago as 1938; it is now half-way towards its second million. It insists that the expanding quantity of its production shall never be at the expense of high quality.

THE NUFFIELD ORGANISATION

Morris · Wolseley · Riley · M.G. · Morris Commercial

Be assured of a brighter future

Here is the ideal adjustable table lamp—no exposed springs to catch dust, smooth ivory lacquer finish to tone with any colour scheme, adjustable at finger-tip pressure to any position. For reading, sewing, bedside—wherever concentrated light is needed. Available now from high-class stores and electrical dealers.

REGISTERED MARK

WANDALITE

ADJUSTABLE TABLE LAMP

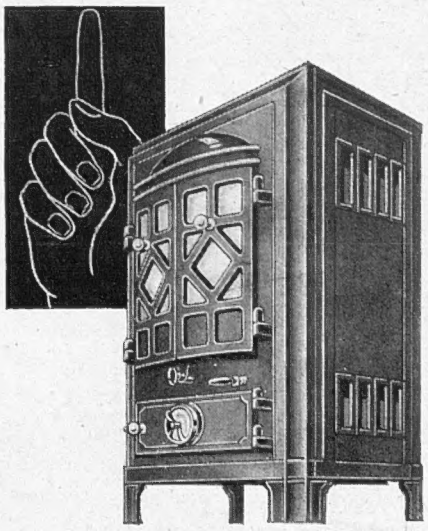
CORNERCROFT (PLASTICS) LIMITED
ACE WORKS COVENTRY

"ONE BAG"

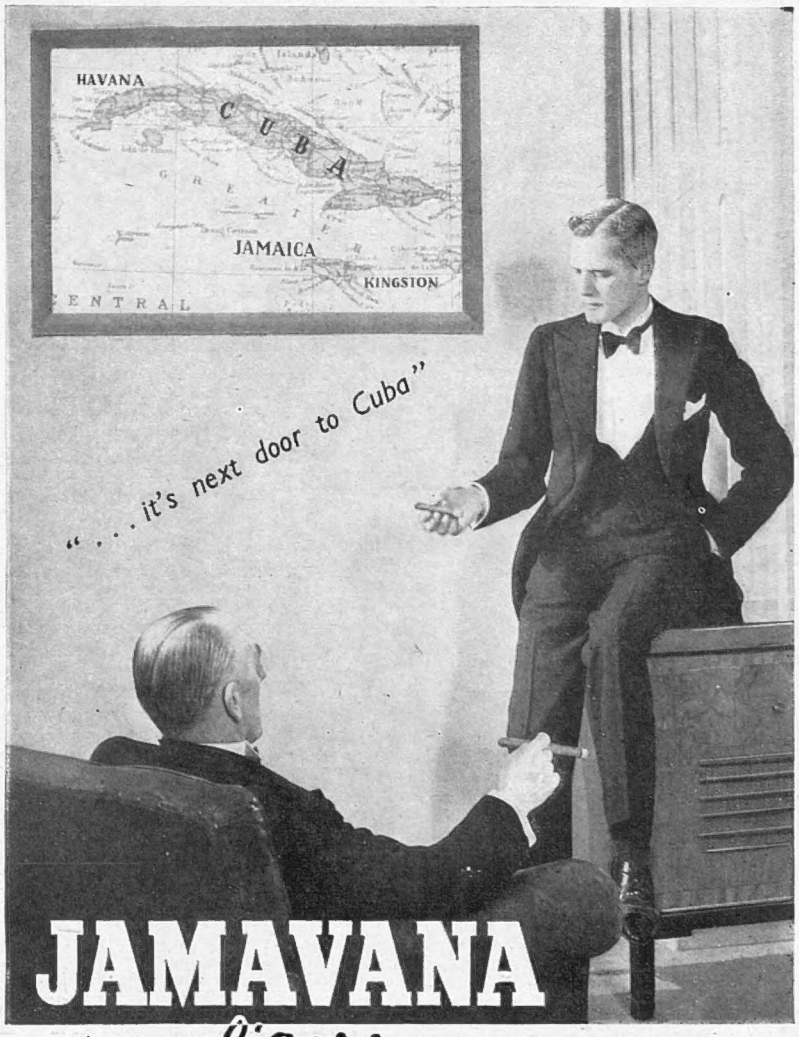
One bag of coal keeps your COURTIER Stove alight, DAY and NIGHT, for a week. Combining the economy of a slow-combustion stove with the cheerfulness of an open fire, the "Courtier" means real fuel saving—and there is no fire to light each morning.

The Courtier BURNS DAY & NIGHT STOVE

Supplies are limited, but you may be fortunate enough to obtain a "Courtier" NOW



Manufactured solely by:
MITCHELL RUSSELL & CO · LTD · BONNYBRIDGE · SCOTLAND



JAMAVANA *Cigars*

Rolled in Jamaica from finest leaf

4/6 CORONA GRANDES 3/6 CORONAS 3/- PETIT CORONAS

JAMAVANA CIGARS 84 PICCADILLY LONDON W1

Perennial Wetherdair WEATHERCOAT

WETHERDAIR
PERENNIAL

The Impeccable

WEATHER
COAT

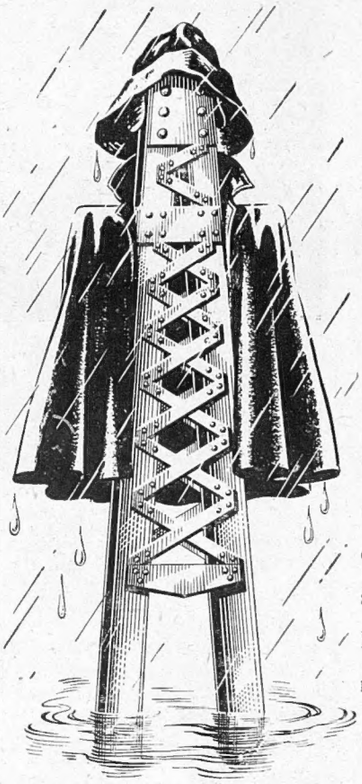
If the cut could be copied and the tailoring matched, the coat would still remain exclusive for the cloth is a special WETHERDAIR weave

In limited supply from only the finest shops

WETHERDAIR LIMITED
BRADFORD & LONDON

WET . WETHER . WETHERDAIR

Weather-proofing steel



The Oxy-Acetylene flame brush loosens and removes surface scale and corrosion and thoroughly dries the steel, leaving a clean, dry and warm surface which is ideal for the application of paint. Don't paint the rust, paint the metal—and paint it warm. That way the paint bonds better, goes farther, lasts two or three times as long. The flame brush can be used on site as easily as in the shop. Full details are given in Booklet Ref.T.I.B/11, gladly sent on request.

THE BRITISH OXYGEN COMPANY LIMITED
6th floor, Grosvenor House, London W1

ah! oh!
SOLO
REAL
ORANGE JUICE

You'll see it again soon!
Now! Ask for SOLO
BITTER ORANGE MARMALADE
LIMITED SUPPLIES AVAILABLE

You may have to MELTICIPATE *a little longer*

They're back—
but only in limited quantities!

Meltis
New Berry Fruits

Remember the wonderful Gooseberry flavour?

PRICES: ½ lb. box 2/4 1 lb. box 4/8

MELTIS LTD., LONDON & BEDFORD

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor. THE SPHERE, *Commonwealth House, 1, New Oxford Street, London, W.C.1.*

Meet your friends in the RICHMONDE LOUNGE of the
NORFOLK HOTEL, BOURNEMOUTH
One of Britain's finest hotels
and listen-in to the Norfolk Hotel Broadcasting Orchestra

BOURNE HALL HOTEL, BOURNEMOUTH
IN THE "KEY" POSITION. Buses pass the grounds for Shops and Cinemas. Nearest hotel to Meyrick Golf Course. One minute walk of Bournemouth West Station. Brochure with pleasure. Resident Director, Mrs. R. J. Bray. Tel.: Bournemouth 5.

WALDRONHYRST HOTEL,
BRAMLEY HILL, CROYDON, SURREY
High-class Private Hotel, ideally situated in extensive grounds. Restful yet only 17 minutes by train from London. Excellent cuisine. Terms moderate. Tel.: Croydon 2641/2.

CREST HOTEL, CROWBOROUGH. SUSSEX
"A wee bit of Scotland in Sussex." Under the personal direction of Mrs. Eglinton Adams. A fully-equipped first-class Hotel with nearby Golf and Riding. Cocktail Lounge. Central Heating throughout. All-weather Tennis Court. Lift. Tel.: 394

SEAVIEW HOTEL, EASTBOURNE
You can pay less elsewhere, but you will not fare better, for at this hotel on the front and in the front rank, the aim of the Directorate is the provision of the best. Consequently the Seaview has become famed for its Catering, Cellar, Comfort and Courtesy. Telephone: Eastbourne 470 (3 lines).

GOING TO LONDON? For quiet comfort and convenience of location, book your hotel accommodation at ST. ERMIN'S, CAXTON STREET, LONDON, S.W.1, a stone's throw from St. James's Park, Underground, and Victoria Street bus stop. Very comfortable apartments and breakfast from 16s. 6d. per night. Tel.: WHItehall 3176.

Spend a Quiet Winter in the Comfort and Warmth of
CLEVELANDS HOTEL NORTHAM, WESTWARD HO! N. DEVON Tel.: 300 Northam.
Luxuriously furnished Hotel and Country Club in Park of 12 acres. Beautiful glassed-in verandah suntrap. Excellent cuisine. Mile from Bideford and Westward Ho! Early booking advisable. Special Winter Rates.

IDLE ROCKS HOTEL, ST. MAWES, CORNWALL (Opposite Falmouth)
Facing South. The warmest spot in England. Central Heating. Dancing. Excellent Continental cuisine. Plenty of spirits and choice vintage wines. Winter Terms from £1.1.0 per day. Apply direct (St. Mawes 293) or L.H.S. Ltd., 185, Dorset House, London, N.W.1. (Welbeck 3836).

THE VICTORIA HOTEL, SIDMOUTH
Come and be Spoilt! Heaps of good food. Breakfast in bed. Telephone and self-controlled wireless by your bedside. And according to your whims, Resident Orchestra, Dancing, Golf, Bridge, Putting, Cocktail Lounge—or just relaxation in our Sun Lounge. Kenneth Drew, General Manager. Tel.: 951

GRAND HOTEL, TORQUAY
NOW FOR SPRING! You will fare well in every sense at this first-class hotel overlooking the smiling waters of Torbay. No seas to cross. No Customs barriers and no currency restrictions. An easy train journey by Torbay Express, and Mr. and Mrs. O. R. Paul, General Managers, to greet you. Tel.: 2234.

THE DEBT OF HONOUR

The alleviation of distress amongst ex-Service men and women, including the disabled and their dependents, and the care of those left behind by the men who fell in action, are the foremost of the many responsibilities which the British Legion has undertaken since 1921.

The second World War has added materially to this great work. Annual expenditure is rapidly increasing, and an appeal is earnestly made for legacies—to safeguard the future of the Legion's work for those to whom the Nation owes so much.

REMEMBER—The British Legion helps ex-Service men and women of ALL ranks, ALL Services and ALL wars.

BRITISH LEGION APPEAL
(HAIG'S FUND)
RICHMOND, SURREY

Full details of all beneficent activities and Forms of Bequest can be obtained on request.

FERNANDEZ
FINO
SHERRY

PRODUCE OF SPAIN

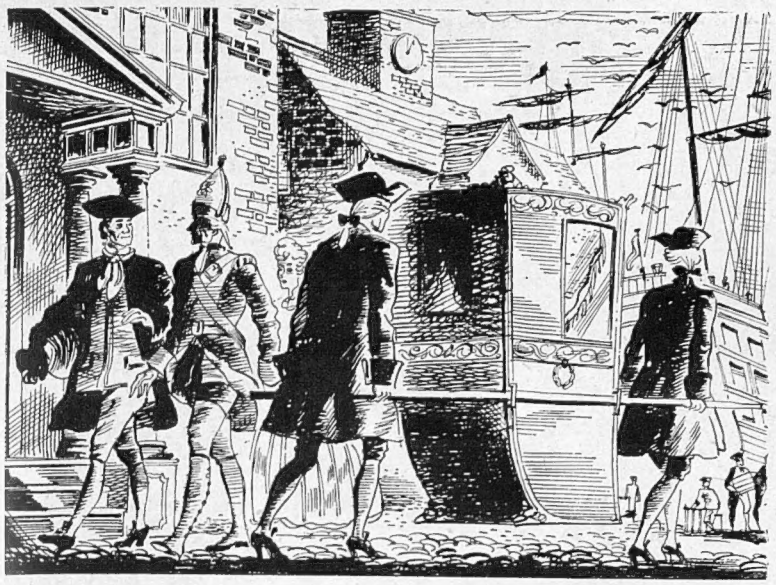
NOW OBTAINABLE IN LIMITED SUPPLIES
ASK YOUR RETAILER

The ALL-BRITISH
Conway Stewart

GIVES PERSONALITY TO YOUR WRITING

The Popular Pen
with the
Marvellous Nib

PRINTED IN ENGLAND by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2, and Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Commonwealth House, 1, New Oxford Street, London, W.C.1. SATURDAY, MARCH 8, 1947. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.



A Great Inheritance

The foundations of Lloyds Bank are firmly rooted in the past. It inherits great traditions of which it is proud.

But it is most proud of the tradition which insists that it shall always look towards the future. It is responsive to change, marching with the times, increasing the efficiency and versatility of its services as often as modern conditions demand.

Tradition stabilises. Enterprise enriches. Lloyds Bank has both.

LLOYDS BANK
LIMITED
HEAD OFFICE: 71 LOMBARD STREET, LONDON, E.C.3

MAXIMUM PRICE 25/9 bottle, 13/6 half bottle (U.K. only). *(As fixed by the Scotch Whisky Assn.)*

A WHITBREAD DRAYMAN, 1800.

Estd. 1742

WHITBREAD

Brewers of Ale and Stout

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 1s. 6d., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

TIME MARCHES ON!

I'm a Walker, and I'm proud of it; I've come a long, long way—
From coach of 1820 to sports-car of today.
Time marches on, and I keep pace; if you could wait that long
You'd find a hundred years from now I'd still be going strong.

JOHNNIE WALKER

Born 1820—
still going
strong

Printed in England by The Illustrated London News and Sketch, Ltd., Milford Lane, London, W.C.2, and Published Weekly by Illustrated Newspapers, Ltd., Commonwealth House, 1, New Oxford Street, London, W.C.1. Saturday, March 8, 1947. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.